CITY OF VISALIA CONSULTANT CONTRACT AMENDMENT FORM

315 E. Acequia Avenue Visalia, CA 93291

| Project Name: | Goshen Trail Reconstruction | Project N | | 2420-72000/C | |
|--|--|-------------|--|---|-----------------------------|
| Change Order No.: | 2 | Submitte | d by: | Diego Corvera | |
| Date Submitted: | September 8th, 2025 | _ Purchase | e Order No.: | PO3126 | |
| Committee Review Date: | September 10th, 2025 | _ Contract | | 4Creeks, Inc. | |
| Work Completion Date: | N/A | Original | Submittal Date: | September 8th | , 2025 |
| DESCRIPTION OF W | VORK: | | | | |
| Item | | | | *Net | |
| No. Description of Cha 1 Fee Schedule upd | | | Net increase \$76,170.19 | decrease | Total Change |
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| Net cost of this C | tract Amount: \$1,269,306.00 Change Order: \$267,520.19 | | 21 000/ | Increase / Deer | 2000 |
| Total cost of previous Ch | nange Orders: \$15,000.00 | | | Increase / Decr of Original Con | |
| | tract Amount: \$1,551,826.19 | | | | Contract Amount |
| | granted additional days: NA | | | on per Contract: | |
| | added/(deleted) this CO: NA | _ Original | | of Completion: | |
| | | | | | |
| Consultar | nt's signature: | DI | . Date: | 08/22/2025 | |
| Project Engine | nt's signature: The Gallow The er's signature: | | Date: | 09/08/2025 | |
| | ead signature: Chi Cu | | Date: | 09/08/2025 | |
| CHANGE ORDER COMM | ITTEE ACTION: | | | | |
| | r to initial appropriate action) | | | | |
| | | | Approved: | | |
| Approved As: | | Approve | d w/revisions: | | |
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| | & Omissions; UT=Utilities; BQ=Balance of | | | | |

City of Visalia

Memo



To:

Change Order Committee

From:

Diego Corvera 09/08/2025

Date: Re:

Goshen Trail Reconstruction - Contract Amendment No. 2 (CP8130, PO3126)

Request:

CIP Engineering Division is requesting Change Order Committee to approve a design contract amendment in the amount of \$267,520.19.

Background:

The City of Visalia entered into an agreement with 4Creeks in the amount of \$1,269,306.00 on June 1st, 2022, for the consultant to provide engineering design services and to prepare the improvement plans, specifications, and estimates for the Goshen Trail Reconstruction Project (CP8130, Purchase Order PO3126). The project scope includes reconstruction of the existing trail, intersection modifications to improve multimodal safety, incorporation of benches, lighting and landscaping.

On June 7, 2024, a contract amendment in the amount of \$15,000 was approved for 4Creeks to complete three renderings depicting the proposed improvements along the Goshen Trail and the improvements in the Goshen Community. These rendering were used to submit for the Active Transportation Grant Program in cycle 7 (Summer 2024).

This memorandum requests authorization of Contract Amendment #2 for the following additional services not previously included in the project scope.

Amendment #2:

Fee Schedule Amendment (original contract) - \$76,170.19

This amendment seeks to adjust project's billing rates from the 2022 rates to new current 2025 rates consistent with the City of Visalia active On-call engineering contract. The original project did not include an inflator or rate increase in the scope and original proposed schedule was ambitious and not feasible as railroad coordination would delay the design process. Early coordination with the railroad was initiated to meet the design schedule as close as possible but the initial Railroad team was changed after 8-months of coordination and project overview and information that was transferred started over with a new team with the Railroad. This was a significant delay to the design effort and a major contributor to extending the project timeline.

Additions to Civil Scope - Task 17 (Fixed Fee) - \$191,350.00

4Creeks will provide additional design services for a protected intersection at W. Murray Avenue and N. Giddings Street, changes to the geometric design concepts related to trail alignment, curb and gutter improvements and install maintenance vehicle access in all quadrants of at-grade intersections. They will also include traffic signal modifications at the following intersections:

- Mooney Blvd and Goshen Ave
- Divisadero Street and Goshen Ave
- Hall St and Murray Avenue

This additional scope from the City came from the Cycle 7 ATP grant application process (Spring-Summer 2024). During the application process for the construction funding for the project, further safety design recommendations and multimodal network connection strategies were scoped in order to make the project more competitive for funding. These additions were accounted for in the project budget and grant award.

Total for Amendment #2: **\$267,520.19**Upon approval of amendment No. 2, the total contract amount will be **\$1,551,826.19**

Attachments:

- 1. Consultant Contract Amendment #2 Scope and Fee Schedule
- 2. Consultant Fee table for Amendment #2 Additions to Civil Scope



August 22, 2025

Mr. Diego Corvera, PE, LCI

Senior Civil Engineer City of Visalia – Engineering Department 315 E. Acequia Avenue Visalia, CA 93291

Subject: Goshen Trail Reconstruction Project – Contract Amendment 2 4Creeks Project No. 22080

Dear Mr. Corvera,

We have prepared a scope of work and fee for the additional services required for the Goshen Trail Reconstruction Project (Camp Drive to Giddings Street). It is 4Creeks' understanding that, due to funding constraints at the time, the original 6.1-mile Goshen Trail Reconstruction Project was divided into two separate segments. Segment 1 extends from Mooney Boulevard to Giddings Street, and Segment 2 spans from Camp Drive to Mooney Boulevard. While both segments are included under the original agreement, they will be delivered as separate projects.

It is also our understanding that the County of Tulare is proposing significant improvements within the Community of Goshen. These improvements will be incorporated with Segment 2 (Camp Drive to Mooney Boulevard), creating a joint project between the County and the City. Contract Amendment 3 will outline the additional scope of work and associated fee for that joint project. Contract Amendment 2, which is the subject of this request, includes the following two components:

- 1. Fee Schedule Amendment (Original Contract)
- 2. Segment 1 (Mooney Boulevard to Giddings Street) Additional Scope of Work

Fee Schedule Amendment (Original Contract)

This contract amendment seeks to adjust the project's billing rates from our 2022 rates to our rates for our current 2025 City of Visalia On–Call Engineering agreement. As you may be aware, industry–wide increases in labor costs, materials, and other overhead expenses have led us to review our billing rates. Since the start of the Goshen Trail Reconstruction project in 2022, we have increased our billing rates without passing the increase to the City. However, the project was originally scheduled to be completed in 2022 and due to additions to the project scope and significant delays in coordination with various outside agencies, the project continues. Please note that the City and 4Creeks met with outside agencies to determine an appropriate schedule

ances beyond our

and budget and believed them to be appropriate. Unfortunately, circumstances beyond our control changed the schedule significantly. After careful consideration, we find it necessary to adjust our fee schedule and are requesting our current contract be amended to use this new fee schedule, effective August 1, 2025.

The updated fee schedule reflects reasonable and industry-standard adjustments to ensure that we continue to provide the expertise, responsiveness, and technical excellence that this project requires. We have attached a copy of our contracted fee schedule (Attachment A), as well as our revised fee schedule for your review (Attachment B). The revised fee schedule is the same as we use currently under the City of Visalia On-Call Engineering agreement.

Understanding that moving directly to the 2025 City of Visalia On-Call Engineering rates would represent a substantial budget increase, we instead propose a project budget adjustment based on a 3% annual escalation applied from 2022 through 2025. Attachment C summarizes the work completed through July 2025 and identifies the percentage of work remaining under the original agreement. This percentage was applied to the originally estimated hours to calculate the hours still required to complete the original contracted scope of work. The escalated rates were then applied to these hours to determine the cost impact of the revised fee schedule.

Beginning in January 2026, the billing rates will also escalate annually at 3%, consistent with the City's On-Call Engineering agreement, providing a predictable framework for project expenditures through the anticipated completion in 2028. Attachment D details the resulting fee adjustment, with task-by-task adjustments also summarized in Table 1, Fee Schedule Amendment (Original Contract).

Accordingly, while we request authorization to begin invoicing at the current City of Visalia On-Call Engineering rates, the project budget increase is limited only to the phased 3% annual escalations. This results in a significantly reduced adjustment, approximately 68.6% lower than the increase that would have resulted from applying the current on-call rates directly.

To summarize, we have attached the following for your review:

- Attachment A Original contracted fee schedule (2022).
- Attachment B Current 2025 On-Call City of Visalia fee schedule (proposed rates beginning August 1, 2025).
- Attachment C Summary of work completed through July 2025 and calculation of remaining hours under the original scope.
- Attachment D Fee adjustment breakdown with budget escalations through 2028, including task-by-task impacts as summarized in Table 1.

Table 1
Fee Schedule Amendment (Original Contract)

| Task | Description | Billing | |
|-------------|--|-----------|------------------|
| | Description | Туре | Fee Differential |
| | Preliminary Engineering | T -: T | 40.000 |
| 01a | Project Management | Fixed Fee | \$3,910.41 |
| 01b.1 | Railroad Coordination | Fixed Fee | \$2,232.63 |
| 01b.2&b.3 | Railroad Coordination (3 rd Party Railroad Consultant Assistance) | Fixed Fee | \$1,095.44 |
| 02 | Project Initiation | Fixed Fee | \$0.00 |
| 03.1 | Topographic Survey – Draft Utilities | T&M | \$310.62 |
| 03.2 | Draft Topo ROW | T&M | \$2,385.88 |
| 03.3 | ROW Legal Descriptions | T&M | \$1,340.94 |
| 03.4 | Preliminary Title Report | T&M | \$1,241.61 |
| 04 | Preliminary Right of Way Activities | Fixed Fee | \$0.00 |
| 05 | Geometric Design Concepts & Basis of Design | Fixed Fee | \$129.96 |
| 06a | Environmental Technical Studies | Fixed Fee | \$0.00 |
| 06b | Environmental Commitment Record | Fixed Fee | \$403.45 |
| 07 | Geotechnical Engineering | Fixed Fee | \$0.00 |
| 08a | Utility Application | Fixed Fee | \$672.60 |
| 08b | Utility Redlines | Fixed Fee | \$3,871.45 |
| 08c | Utility Finalization | Fixed Fee | \$1,329.20 |
| 09 | Subsurface Exploration | Fixed Fee | \$8,341.37 |
| 10 | Civil Engineering Design | Fixed Fee | \$38,833.44 |
| 11 | Architectural Landscape & Irrigation Design | Fixed Fee | \$4,129.15 |
| 12 | Additional Hydraulic Engineering Study (Removed from Original Agreement) | Fixed Fee | \$0.00 |
| 13 | Architectural Landscape Features Design | Fixed Fee | \$1,035.50 |
| 14 | Bidding Services Assistance | Fixed Fee | \$157.05 |
| 15 | Construction Assistance | Fixed Fee | \$4,749.49 |
| 16 | Renderings for Cycle 7 ATP (Architectural) | Fixed Fee | \$0.00 |
| | 5 | | |
| Phase 2 – I | Right-of-Way | | |
| 02.1 | Right-of-Way Estimates | Cost + FF | \$0.00 |
| 02.2 | Appraisals | Cost + FF | \$0.00 |
| 02.2a | Appraisal Review | Cost + FF | \$0.00 |
| 02.3 | Acquisitions | Cost + FF | \$0.00 |
| 02.3a | Title/Escrow Services | Cost + FF | \$0.00 |
| 02.3b | Right-of-Way Certification | Cost + FF | \$0.00 |
| Total Fee A | Adjustment Based on Updated Fee Schedule | | \$76,170.19 |

Segment 1 - Additional Scope of Work

Based on our current understanding, the additional scope of work for Segment 1 (Mooney Boulevard to Giddings Street) includes the following items:

Phase 1 - Task 17: Additions to Civil Scope

To align with updated direction from the City and UPRR, 4Creeks will perform the following additional scope of work items. These tasks were not included in the original agreement and will require additional funding. While some of these items were discussed and preliminary design efforts began earlier in the project, they were never formally added to the agreement, nor was a change order issued. Because the project scope continued to evolve based on feedback from both the City and UPRR, 4Creeks deferred submitting a change order until further comments and requirements from each agency were received, ensuring a clearer understanding of the full scope of work.

- Design a protected intersection at Murray Avenue and Giddings Street, including:
 - Raised protected intersection curb islands and mountable truck aprons.
 - Traffic signal modifications for updated vehicle and pedestrian detection and signal phasing.
 - o Fully ADA-compliant accessible pedestrian signal locations.
 - Updated geometrics and pavement delineation layouts to meet City guidelines and industry standards for protected intersections.
 - Verification of truck turning movements to ensure compatibility with revised geometry.
- Design traffic signal modifications, including railroad requirement upgrades, at the following intersections:
 - o Mooney Boulevard and Goshen Avenue.
 - o Divisadero Street and Goshen Avenue/Murray Avenue.
 - Hall Street and Murray Avenue.
- **Design additional sidewalk and curb ramp improvements** from original scope of work per City direction, to include the following:
 - Bicycle ramp and sidewalk transition north of the railroad tracks on the east side of Mooney Boulevard.
 - Bicycle ramp on the west side of Leslie Street, north of the railroad crossing, including SCE coordination for necessary guy wire relocation.
 - Southwest and southeast curb ramps at Divisadero Street and Goshen Avenue/Murray Avenue.
 - Southeast curb ramp at Divisadero Street and Switzer Avenue and raised channelizer median on Switzer Avenue and signing and pavement delineation revisions to disallow westbound left turns from Switzer Avenue onto Divisadero Street.

- Northeast curb ramp at Murray Avenue and Giddings Street, and sidewalk transition 50' eastward to connect to existing sidewalk.
- Curb, gutter, and sidewalk improvements on the east and west sides of Giddings
 Street to the north of the railroad crossing, including one (1) bicycle ramp.
- **Revise trail alignment and cross-section** per latest City comments (revised after original Basis of Design comments provided by the City), including:
 - Providing a minimum 1' separation of the trail from remaining existing trees to preserve as many trees as possible.
 - o Providing a minimum I' separation of the trail from the proposed fence, to be located on the existing railroad right-of-way, if feasible.
 - o Incorporating 390' of new curb and gutter between Mooney Boulevard and Leslie Street, including the replacement of one (1) storm drain inlet.
- **Design maintenance vehicle access points** at each at-grade intersection, as required by UPRR, to include the following:
 - Two (2) maintenance drive approaches on Mooney Boulevard, including coordination with SCE on necessary guy wire relocation for the drive approach on the east side of the roadway.
 - One (1) maintenance drive approach on Leslie Street.
 - o One (1) maintenance drive approach on Divisadero Street.
 - o One (1) maintenance drive approach on Giddings Street.

It should be noted that UPRR has requested four (4) maintenance drive approaches at each crossing location: one on each side of the roadway, both north and south of the railroad tracks. However, based on existing site conditions, there does not appear to be adequate space to accommodate all four requested approaches. Therefore, we are currently including only the approaches identified above.

• **Prepare cost estimate** for the Cycle 7 ATP application. This was completed in addition to the renderings approved by Contract Amendment 1.

The above Task 17 services will be provided for a Fixed Fee of \$191,350.00.

Total Contract Amendment 2 = \$267,520.19.

Exclusions

Any work not specifically listed in this scope of services.

We understand the importance of budget planning and are happy to discuss this requested fee adjustment and contract amendment if you have any questions or concerns. Please feel free to give us a call to discuss.

Sincerely,

Lisa M. Wallis-Dutra, PE 71262, TE 1888, PTOE, RSP

Principal Traffic Engineer

Matthew D. Ainley, PE 662\$3 Principal-In-Charge

Attachments:

- A Contracted Fee Schedule
- B Updated Fee Schedule
- C Task Completion Status Spreadsheet
- D Contract Amendment #2 Fee Schedule Increase Spreadsheet

Project: Goshen Trail – Contract Amendment 2

| City of Visalia Approval: | | |
|---------------------------|------|--|
| Signature | Date | |
| Print Name and Title | | |

Attachment A Contracted Fee Schedule

4Creeks, Inc. Fee Schedule – Professional

Fees are based on the median hourly pay rate for employees in each classification, plus indirect costs, overhead, and profit. Fee schedules for the various billing categories are:



| Classification | Charges Per Hour | Classification | Charges Per Hour |
|--|------------------|---|---|
| Civil Engineering Services | | Architectural Services | |
| Associate Engineer | \$100 | Architectural Designer | \$100 |
| Engineer | \$120 | Architect | \$130 |
| Senior Engineer | \$140 | | 1 |
| Principal Engineer | \$170 | | |
| Planning Services | | Construction Inspection (Non-Prevailing Wage) | |
| Associate Planner | \$100 | Associate Construction Inspector | \$110 |
| Planner | \$120 | Construction Inspector | \$130 |
| Senior Planner | \$140 | Senior Construction Inspector | \$150 |
| Principal Planner | \$160 | | |
| Structural Engineering Services | | Construction Management | |
| Associate Structural Engineer | \$125 | Associate Construction Manager | \$120 |
| Structural Engineer | \$135 | Construction Manager | \$140 |
| Senior Structural Engineer | \$145 | Senior Construction Manager | \$160 |
| GIS Services | | Technical Services | |
| Associate GIS Technician | \$90 | Project Technician I | \$60 |
| GIS Technician | \$100 | Project Technician II | \$75 |
| Senior GIS Technician | \$120 | Project Technician III | \$90 |
| ************************************** | 1 | Project Technician IV | \$100 |
| Utility Design Services | | | *************************************** |
| Associate Designer | \$110 | Public Outreach Coordination | |
| Designer | \$120 | Associate Outreach Coordinator | \$100 |
| Senior Designer | \$130 | Outreach Coordinator | \$120 |
| Land Surveying Services | | | |
| Assistant Surveyor | \$100 | Water Consulting Services | |
| Land Surveyor | \$120 | Associate Water Consultant | \$100 |
| Senior Surveyor | \$140 | Water Consultant | \$120 |
| Principal Land Surveyor | \$170 | Senior Water Consultant | \$140 |
| I-Man Survey Crew * | \$115 | | ,=== |
| 2-Man Survey Crew * | \$185 | Executive Staff | |
| 3-Man Survey Crew* | \$250 | Associate Executive | \$120 |
| Drone Pilot | \$155 | Executive | \$130 |
| | | Senior Executive | \$140 |
| Software Engineering Services | | Expert Witness | |
| Associate Software Engineer | \$75 | Expert Witness | \$205 |
| Software Engineer | \$110 | | |
| Senior Software Engineer | \$130 | | |

Direct Charges

- Transportation and per-diem expenses (auto mileage @ current IRS rate, off-road charges \$50.00/day)
- Printing and reproduction: \$0.03 per b/w copy, \$0.12 per color copy, \$0.80 per sq. ft. large printing
- Equipment rentals, subcontractors, laboratory analyses
- Website Hosting Fees: \$15/mo. | \$150/annual

^{*}Prevailing wage rates by separate schedule – Varies by County



4Creeks, Inc. Fee Schedule - Professional

Fees are based on the median hourly pay rate for employees in each classification, plus indirect costs, overhead, and profit. Fee schedules for the various billing categories are:

| Classification | Charges Per Hou |
|---|-----------------|
| Construction Inspection (Prevailing Wage) | |
| Construction Inspector | \$150 |
| Construction Inspector Over Time | \$180 |
| Construction Inspector - Sunday | \$210 |
| Land Surveying (Prevailing Wage) | |
| 1-Man Survey Crew – Tulare County | \$150 |
| 1-Man Survey Crew – Fresno County | \$150 |
| 1-Man Survey Crew – Kings County | \$150 |
| 1-Man Survey Crew – Kern County | \$150 |
| 1-Man Survey Crew – Merced County | |
| 2-Man Survey Crew – Tulare County | \$280 |
| 2-Man Survey Crew – Fresno County | \$280 |
| 2-Man Survey Crew – Kings County | \$280 |
| 2-Man Survey Crew – Kern County | \$280 |
| 2-Man Survey Crew – Merced County | \$280 |

Direct Charges

- Transportation and per-diem expenses (auto mileage @ current IRS rate, off-road charges \$50.00/day)
- Printing and reproduction: \$0.03 per b/w copy, \$0.12 per color copy, \$0.75 per sq. ft. large printing
- Equipment rentals, subcontractors, laboratory analyses

4Creeks, Inc. Fee Schedule – Professional

Fees are based on the median hourly pay rate for employees in each classification, plus, indirect costs, overhead, and profit. Multi-Year contracts are subject to any subsequent changes in these rates. For the City of Visalia – an estimated annual 3% increase.

Fee schedules for the various billing categories are:



| Classification | Charges Per | Classification | Charges Per |
|---|-------------|---------------------------------------|-------------|
| Ciassilication | Hour | Classification | Hour |
| Architectural Services | | Planning Services | |
| Associate Architect | \$155 | Assistant Planner | \$105 |
| Architect | \$180 | Associate Planner | \$125 |
| Senior Architect | \$215 | Planner | \$145 |
| Principal Architect | \$245 | Senior Planner | \$175 |
| | | Principal Planner | \$210 |
| Civil Engineering Services | | | |
| Associate Engineer | \$145 | Project Manager/Coordinator | |
| Engineer I | \$160 | Associate Project Manager/Coordinator | \$120 |
| Engineer II | \$175 | Associate Design Project Manager | \$145 |
| Senior Engineer | \$195 | Project Manager/Coordinator | \$145 |
| Principal Engineer | \$245 | Design Project Manager | \$170 |
| | | Senior Project Manager/Coordinator | \$190 |
| Construction Inspection (Non-Prevailing Wage) | | , | |
| Associate Construction Inspector* | \$125 | Public Outreach Coordination | |
| Construction Inspector* | \$150 | Associate Outreach Coordinator | \$105 |
| Senior Construction Inspector* | \$170 | Outreach Coordinator | \$125 |
| | | | |
| Construction Management | | Software Engineering Services | |
| Associate Construction Manager | \$135 | Assistant Software Engineer | \$90 |
| Construction Manager | \$165 | Associate Software Engineer | \$110 |
| Senior Construction Manager | \$190 | Software Engineer | \$135 |
| Principal Construction Manager | \$210 | Senior Software Engineer | \$165 |
| | | | |
| Expert Witness | | Structural Engineering Services | |
| Expert Witness | \$300 | Associate Structural Engineer | \$145 |
| | | Structural Engineer | \$165 |
| GIS Services | | Senior Structural Engineer | \$190 |
| GIS Technician | \$105 | Principal Structural Engineer | \$215 |
| GIS Analyst/Developer | \$120 | | |
| GIS Manager | \$145 | Technical Services | |
| Orone Pilot | \$175 | Project Technician I | \$95 |
| | | Project Technician II | \$110 |
| and Surveying Services | | Project Technician III | \$125 |
| Assistant Surveyor | \$120 | Project Technician IV | \$140 |
| and Surveyor | \$155 | | |
| Senior Survey Manager | \$160 | Utility Design Services | |
| Senior Surveyor | \$185 | Associate Designer | \$125 |
| rincipal Land Surveyor | \$215 | Designer | \$155 |
| -Man Survey Crew * | \$180 | Senior Designer | \$195 |
| 2-Man Survey Crew * | \$260 | | |
| 3-Man Survey Crew* | \$350 | Water Consulting Services | |
| | | Associate Water Consultant | \$115 |
| | | Water Consultant | \$140 |
| | | Senior Water Consultant | \$170 |

Direct Charges

- Transportation and per-diem expenses (auto mileage @ current IRS rate, off-road charges \$50.00/day)
- Printing and reproduction: \$0.03 per b/w copy, \$0.12 per color copy, \$0.80 per sq. ft. large printing
- Equipment rentals, subcontractors, laboratory analyses
- Website Hosting Fees: \$15/mo. | \$150/annual

^{*}Prevailing wage rates by separate schedule - Varies by County

Attachment B (continued) Updated Fee Schedule

4Creeks, Inc. Fee Schedule - Professional

Fees are based on the median hourly pay rate for employees in each classification, plus indirect costs, overhead, and profit. Prevailing Wage and Multi-Year contracts are subject to any subsequent changes in these rates. Fee schedules for the various billing categories are:



| Classification | Charges Per |
|---|--------------|
| | Hour |
| Construction Inspection (Prevailing Wage) | |
| Construction Inspector | \$170 -\$205 |
| Construction Inspector - Over Time | \$220-\$305 |
| Construction Inspector - Double Time | \$260-\$325 |
| Land Surveying (Prevailing Wage) | |
| 1-Man Survey Crew - Tulare County | \$200 |
| 1-Man Survey Crew - Fresno County | \$200 |
| 1-Man Survey Crew – Kings County | \$200 |
| 1-Man Survey Crew – Kern County | \$200 |
| 1-Man Survey Crew - Merced County | \$200 |
| 2-Man Survey Crew – Tulare County | \$300 |
| 2-Man Survey Crew - Fresno County | \$300 |
| 2-Man Survey Crew – Kings County | \$300 |
| 2-Man Survey Crew – Kern County | \$300 |
| 2-Man Survey Crew – Merced County | \$300 |
| 3-Man Survey Crew – Tulare County | \$395 |
| 3-Man Survey Crew – Fresno County | \$395 |
| 3-Man Survey Crew – Kings County | \$395 |
| 3-Man Survey Crew – Kern County | \$395 |
| 3-Man Survey Crew – Merced County | \$395 |

Direct Charges

- Transportation and per-diem expenses (auto mileage @ current IRS rate, off-road charges \$50.00/day)
- Printing and reproduction: \$0.03 per b/w copy, \$0.12 per color copy, \$0.80 per sq. ft. large printing
- Equipment rentals, subcontractors, laboratory analyses

ATTACHMENT C

GOSHEN TRAIL RECONSTRUCTION PROJECT TASK COMPLETION STATUS

| T | | | | | | | 2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | - | Phase | |
|--------|---|--|--|---|---|--|-----------------|--|---|--|---|--|--|---|---|---------------------------------------|--|--|---|-------------------------------------|--|---|---|--|---|---|---|--|---|-----------------------------------|-----------------------------------|--|--|--|---------------------------------------|------------------------------------|-----------------------|----------|
| TATATE | 02.3b-Right of Way Certification(02-Phase 2 - Right of Way) | 02.3a-Title/Escrow Services(02-phase 2 - Right of Way) | 02.3-Acquisitions(02-Phase 2 - Right of Way) | 02.2a-Appraisal Review(02-Phase 2 - Right of Way) | 022-Appraisals(02-Phase 2 - Right of Way) | 02.1-Right of Way Estimates(02-Phase 2 - Right of Way) | 02-Right of Way | 16-Renderings for Cycle 7 ATP (Contract Amendment I) | 15.2-Construction Assitance - Wood Arch(15-Construction Assistance(01-Phase I)) | 15.1-Construction Assistance - Labor(15-Construction Assistance(01-Phase 1)) | 15-Construction Assistance (01-Phase 1) | 14-Bidding Services Assistance(01-Phase I) | 13-Architectural Landscape Features Design(01-Phase 1) | 1-Architecturol Londscape & Irrigation Design(01-Phase 1) | I0-Civil Engineering Design(01-Phase I) | 09-Subsurface Exploration(01-Phase I) | 08c-Utility Finalization(08-Utility Coordination)(08-Utility Coordination(01-Phase I)) | 08b-Utility Redlines(08-Utility Coordination)(08-Utility Coordination(01-Phase 1)) | 08a-Utility Application(08-Utility Coordination)(08-Utility Coordination(01-Phase 1)) | 08-Utility Coordination(01-Phase I) | 07-Geotechnical Englineering(01-Phase I) | 06b-Environmental Commitment Record(01-Phase I) | 06a-Environmental Technical Studies(01-Phase I) | 05-Geometric Design Concepts & Basis of Design(01-Phase I) | 04-Preliminary Right of Way Activities (01-Phase 1) | 03.4-Preliminary Title Report(03-Topographic Survey)(03-Topographic Survey(01-Phase 1)) | 03.3-ROW Legal Descriptions(03-Topographic Survey)(03-Topographic Survey(01-Phase 1)) | 03.2-Draft Topo ROW(03-Topographic Survey)(03-Topographic Survey)(01-Phase 1)) | 03.1-Topographic Survey - Draft Utilities(01-Phase 1)(03-Topographic Survey)(03-Topographic Survey(01-Phase 1)) | 03-Topographic Survey(01-Phase I) | 02-Project initiation(01-Phase 1) | 01b-Railroad Coordination(01-Phase 1): 01b.3-3rd Party Railroad Consultant Assistance (Sub)(01b-Railroad Coordination(01-Phase 1)) | 01b-Railroad Coordination(01-Phase 1): 01b.2-3rd Party Railroad Consultant Assistance (Labor)(01b-Railroad Coordination(01-Phase 1)) | 01b-Railroad Coordination(01-Phase 1): 01b.1-Railroad Coordination(01-Phase 1)(01b-Railroad Coordination)(01b-Railroad Coordination(01-Phase 1)) | 01b-Railroad Coordination(01-Phase 1) | 01a-Project Management(01-Phase 1) | Task | |
| 0 | Cost + FF | Cost + FF | Cost + FF | Cost + FF | Cost + FF | Cost + FF | | Fixed Fee | Fixed Fee | Fixed Fee | | Fixed Fee | Fixed Fee | Fixed Fee | Fixed Fee | Fixed Fee | Fixed Fee | Fixed Fee | Fixed Fee | | Fixed Fee | Fixed Fee | Fixed Fee | Fixed Fee | Fixed Fee | Time & Materials | Time & Materials | Time & Materials | Time & Materials | | Fixed Fee | Fixed Fee | Fixed Fee | Fixed Fee | | Fixed Fee | Billing Type | |
| 200 | \$2,875.00 | \$2,875.00 | \$6,325.00 | \$10,350.00 | \$33,925.00 | \$4,140.00 | | \$15,000.00 | \$9,832.50 | \$34,570.50 | | \$1,400.00 | \$11,488.00 | \$41,297.00 | \$567,165.00 | \$84,433.00 | \$13,060.00 | \$39,180.00 | \$13,060.00 | | \$39,215.00 | \$3,920.00 | \$22,425.00 | \$39,460.00 | \$11,500.00 | \$13,000.00 | \$14,040.00 | \$25,320.00 | \$20,560.00 | | \$12,375.00 | \$25,000.00 | \$10,400.00 | \$77,915.00 | | \$78,200.00 | Amount | Continue |
| | \$0.00 | \$0.00 | | \$0.00 | \$0.00 | \$0.00 | | \$15,0 | \$0.00 | \$0.00 | | | | | \$178,484.10 | | | | \$6,252.90 | 1 | \$24, | | | 4 | \$1, | | | | \$17,399.96 | 1 | \$12, | | | \$57,123.43 | 1 | \$41,389.95 | July 2025* | - |
| | \$2,875.00 | | | | \$33,925.00 | \$4,140.00 | | | \$9,832.50 | \$34,570.50 | | | | | \$388,680.90 | | | S | \$6,807.10 | | | | 44 | \$1,284.82 | | | | 2 | \$3,160.04 | | | | | \$20,791.57 | | \$36,810.05 | Amount Remaining | |
| | | | | | | 0.00% | | <u> </u> | 0.00% | 0.00% | | | | | 31.47% | | | | 47.88% | | | | | | | | | | 4 84.63% | | | | | 7 73.32% | | 5 52.93% | through July 2025* | - |
| П | | | | | | 6 100.00% | | | | 100.00% | | | | | | | | _ | 6 52.12% | | | | = | | T | | | | % 15.37% | | T | T | | % 26.68% | T | 47.07% | % Remaining | |

ask 02 - Project Initiation - 100% Complete ask 01b.1 - Railroad Coordination ask 03.3 - ROW Legal Descriptions (T&M) ask 03.2 - Draft Topo ROW (T&M) isk 03.1 - Topographic Survey - Draft Utilities ask 01b.2 and 01b.3 - Railroad Coordination (Optional 3rd 2.1. RallfOad Coordinativa; Hours from Original Budget 138 % Remaining 138 % Remaining 100 Hours Remaining 100 Fee using 2018 attack 5 Fee using Current Year Rates per 3% escalation each year (2012-2013) 5 Budget Officeroce 5 Hors from Origosal Buggli Task is Remembro Hors Remembro Hors Remembro Hors Hors Remembro Hors Hors Remembro Fee using Current Year Rales per 3% escalation each year (2022-2028) S Budget Drivence 8 Current Year: 3-year escalation at 3%. PHASE 1 Procure from Original Budget | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | 15.37% | Ours from Original Budget Task % Remaring Hours Remarking 0.00 Fee using 2022 Rates \$ n each year (2022-2025) \$ Budget Difference \$ 0.00 0.00 216 28 68% 57.63 9,796.90 3 10,705.33 \$ Sandor Utility Parishment Santor Planner Santor Planner Santor Utility Sandor Santor Planner Santor Planner Santor Planner Santor Planner Santor Sa 0.00 Contract Amendment #2 - Fee Schedule Increase ATTACHMENT D Goshen Trail Reconstruction Project \$ 0.00 0.00 0.00 0.00 Krazan Bender Rosenthal 4CG Wood TOTAL HOURS SUBTOTAL 151.54 \$3,684.86 \$301.58 No annual escalation 1-year escalation 3% each year (2025-2026) 2-year escalation 3% each year (2025 2027) \$743.99 \$1,342.18 3-year secalation 3%. 5- each year (2025-2028) TASK TOTAL \$766.31 \$3,910.41 \$1,340.94

| Task 08c - Utility Coordination - Finalization (20% of Total Utility Coordination) House from Original House from Original Law Step (1987) Final Coordination (1987) Final Coordinat | Task 68s - Utility Coordination - Redlines (60% of Total Utility Coordination) Hoos from Original Budge Task & Remainder State From Original Budge Task & Remainder State Remainder State Remainder Fee using 2022 Rate Task State Fee using 2022 Rate Budget Difference State Remainder State | Task 98a - Utility Coordination - Applications (20% of Total Utility Coordination) How ten Oxigu B 18x | Task 07 - Geolechnical Engineering Fee using Current Year Raba per 3 | Task 06b - Environmental Commitment Record Hours from Original Budget Task 's Remaining Task 's Remaining Hour Remaining Fee using Current Year Rates per 1% escalation early year (2012-2018) Fee using Current Year Rates per 1% escalation early year (2012-2018) Budget Differences | Lask voal — Environmental i Bonnical SNigles Fee using Current Year Rates per 3% escalation | Task 05 - Geometric Design Concepts & Basis of Design Hou ten Chayan Haw Re House Concepts House Re House Re House Re Fee using Current Year Rates per 3% escalation such para 126 Bendyal Dis | Fee using Current Year Rates per ! |
|--|---|---|--|---|--|--|---|
| ce L'Utility Coordination - Finalization (20% of Total Coordination) How from Coignal Budget 1 As X. Semanno 1 As X. Seman | | a - Utility Coordination - Applications (20% of Total Coordination) How two Original Budget Task % Remaining How Temperature How Remaining Fee using Current Year Rates per 3% escalation each year (2022 Rate) 5 Fee using Current Year Rates per 3% escalation each year (2022 Rate) 5 Fee using Current Year Rates per 3% escalation each year (2022 Rate) 5 Fee using Current Year Rates per 3% escalation each year (2022 Rate) 5 | Geolochnical Engineering Hours Iven Original Budgel Task 'R Remaining Hour Remaining Hour Remaining Four Bornaining Four Bornaining Four Bornaining Four Bornaining Four Bornaining Four Bornaining Four Bornainin Four Bornainininininininininininininininininini | from Original Budget Task % Remaining Hours Remaining ee using 2922 Rates sch year (2922-2925) sch year (2072-2025) | a _ EIVICOIMENTAL RECIPITED STUDIES Task % Remaining Host Remaining | ours from Original Budget Task % Remaining Hours Remaining Fee using 2622-7825) Budget Ofference Budget Ofference | Lax 'n periodrop. Hous Remaining Fee using Current Year Rates per 3% excelation each year (2022-2025) Budget Difference Budget Difference |
| 2 100.00% 2.00 2.00 5 189.00 5 196.89 5 186.9 | 6 100.00% 6.00 \$ 540.00 \$ 590.07 \$ 590.07 | 2 52.12% 1.04 \$ 93.82 \$ 102.52 \$ 102.52 | 0.00 | 8 100.00% 8.00 \$ 720.00 \$ 786.76 \$ 68.78 | 9 5 9 | 24 3,28% 0.78 5 70.42 5 76.95 | \$ 5 000 |
| 28 100.00% 28.00 \$ 2,800.00 \$ 3,059.84 \$ 259.84 | 84 100.00% 84.00 \$ 8.400.00 \$ 9.178.91 \$ 778.91 | 28 52.12% 14.59 \$ 1,459.36 \$ 1,594.68 \$ 1,594.88 | \$ 0.00 | s s s 0.00 | \$ 0.00 | 3.28% 2.09 2.08 \$ \$ 208.64 \$ \$ 227.99 \$ | \$ 0,00 |
| 5.6 100.00% 5.60 5.672.00 \$ 734.31 \$ 6231 | 16.8 100.00% 16.80 \$ 2.016.00 \$ 2.202.94 \$ 186.94 | 5.6 52.12% 2.92 \$ 350.25 \$ 382.72 \$ 32.44 | \$ 0.00 | 4 100.00% 4.00 \$ 480.00 \$ 524.51 | \$ 0.00 | 36 326% 1.17 1.17 \$ 140.83 \$ \$ 153.89 \$ | 0.00 |
| 5.6 100.00% 5.60 5.60 \$ 756.00 \$ 826.10 | 16.8 100.00% 16.80 \$ 2.268.00 \$ 2.478.30 | 56 52.12% 2.92 2.93 3.94.03 5.430.56 8.38.54 | | 100.00% 4.00 4.00 \$ 540.00 \$ 590.07 | 000 | 36 3.26% 1.17 \$ 158.44 \$ 173.13 | 5 5 5 0.00 |
| 5.6 100.00% 5.60 \$ 784.00 \$ 856.70 \$ 72.70 | 16.8 100.00% 16.90 \$ 2.352.00 \$ 2.570.09 | 5.6 52.12% 2.92 \$ 408.62 \$ 446.51 | 0.00 | 4 100.00% 4.00 8 560.00 8 611.93 | 0.00 | 58 3,26% 1,89 1,89 \$ 264,71 \$ 289,26 | \$ \$ 0.00 |
| 5.6 100,00% 5.60 9.52,00 9.51,040,28 | 16.8 100.00% 16.80 1.80 1.2.85.00 3.120.83 | 56 52.12% 2.92 2.92 5 496.18 5 542.19 | 0.00 | 4 100.00% 4.00 5 680.00 680.00 680.00 | 0.00 | 3.28% 3.28% 1.89 1.89 1.83 3.21,44 3.5 3.5 3.5 3.5 29,81 | 0.00 |
| 52 100 00% 52 00 00 \$ 6.760 00 \$ 28 \$ 7.366 83 \$ 28 \$ 63.83 \$ | 156 100.00% 156.00 00 \$ 20.280.00 83 \$ 22.160.50 | 52 52.12% 52.12% 27.10 27.10 3.22.31 18 \$ 3.850.02 91 \$ 3.850.02 | \$ 5 5 0.00 | 9 S S S O O O | S 000 | 323 | 56 55 55 |
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| S S S 0.00 | S S S O.00 | S S S | 5 5 5 0.00 | 88 85 85 85 9,000 | 50 50 50 000 | 54 59 59 50 50 50 50 50 50 50 50 50 50 50 50 50 | * S S |
| 0.00 | S S S 0.00 | 0.00 | ss ss ss 0.00 | 08 | 0.00 | s s s | 00 00 00 00 00 00 00 00 00 00 00 00 00 |
| 2.4 100.00% 2.40 5 408.00 \$ 445.83 | 72 100.00% 7.20 \$ 1,224.00 \$ 1,337.50 \$ 113.59 | 24 52.12% 1.25 \$ 212.65 \$ 233.31 | 000 | 000 | 000 | 3,26% 0,26 5 44,34 \$ 40,45 | s s s 000 |
| | 5 | 5 . | \$ 39,215,00 \$ 39,215,00 | | \$ 22,425,00 \$ 22,425,00 \$ 22,425,00 | → 00 E | <u>.</u> |
| • | | | ** | | . O C | • | \$ 11.500.00 |
| • | | | | | | <u>ه.</u> | \$ |
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| 106.80 | 320 40 | 55.86 | 0.00 | 32.00 | 0.00 | 10.37 | 0.00 |
| \$1,234,38 | \$3,703,15 | 5643.36 | \$0.00 | \$380.10 | \$1.00 | \$126.18 | \$0.00 |
| | | | \$0.00 | | \$0.00 | | \$0.90 |
| | \$1,907.12 | ttiltt | | 8138.33 | | \$129.96 | |
| \$654.78 | \$1,964.33 | \$341. <u>27</u> | | \$134.44 | | | |
| \$674A2 | | | | 5138.48 | | | |
| \$1,329.20 | \$3,871.45 | \$672.60 | \$0.00 | HOLAS INCOME | 88 | \$129.96 | \$0.00 |

| \$1,125.15 \$1,125.15 \$1,025.40 | 10.00 | 3370,311 3370,311 |
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| \$7 | | | | | | | | | | | | | | | | | | | | | | |
|--------|--|----------------|---------------|-----------|----------|--------|--------------|---|--|--------------------|--------------|-----------|---------------|--------------------------------|----------|-------------------|-------------|---------------|---------------|--------------|--------------|--|
| | \$73,504.69 \$5,164.65 \$57,479.89 \$5,697.72 \$7,827.94 \$76,170.20 | 7,479.89 \$5,0 | 15,164.65 \$5 | 73,504.69 | \$7 | 205,45 | 147.90 \$ 1, | \$ 8,098.41 \$ 6,147.90 \$ 1,205.45 | - \$ 8,0 | . \$ | 863.33 \$ | * | 931.09 \$ 1,7 | 398.70 \$ 1,031.09 \$ 1,752.85 | | ,133.65 \$ 5 | 45.36 \$ 10 | 08.24 \$ 8,3 | 940.66 \$ 7,1 | 303.85 \$ 6. | 662.44 \$ 6. | Otal Fee Difference per Classification \$ 8,862.44 \$ 6,303.85 \$ 6,940.86 \$ 7,808.24 \$ 8,345.36 \$ 10,133.65 \$ 5,812.76 \$ |
| | | | | | 5,041.10 | 5,1 | | | | | 54.77 | 111.20 54 | 111.20 111 | 30.71 11 | 482.21 3 | 642.85 4 | .85 | 623.75 642.85 | 623.75 623 | 679.83 62 | 1,037.99 67 | lotal Hours Remaining per Classification 1,0 |
| 94.96 | | | 40.00 | 99.00 | | | | | | | | | | | | | | | | | | |
| | | | 2000 | 80 00 | | | - | | | | ~ | | | . \$ | . 8 | . \$ | . 5 | . 5 | . \$ | . 5 | | Budget Difference \$ |
| _ | 1 | 1 | - | | | | | | 2.875.00 | \$ 2 | | | | . 5 | . 8 | | - 3 | . 5 | . \$ | . 5 | | Fee using Current Year Rates per 3% escalation each year (2022-2025) \$ |
| 1 | 1 | 1 | | | | | | | 2.875 00 | \$ 2 | | | * | | | | . 5 | . \$ | | . 5 | . \$ | Fee using 2022 Rates S |
| 1 | - | - | - | - | 0.00 | | - | | | | 0.00 | 0.00 0. | 0.00 0. | 0.00 0 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| 1 | | | - | - | | - | | | | | | | | | | The second second | The same of | | | | | Task % Remaining |
| | | | | | | | | | | THE REAL PROPERTY. | The state of | | | | | | | | | | | Hours from Original Budget |
| | | | | | | | | | | | | | | | | | | | | | | ask 02.3b - Right of Way Certification |
| \$0.00 | | | \$0.00 | \$0.00 | | | | . \$ | . \$ | . 8 | . \$ | | . \$ | 3 | | | . 5 | \$ | - 8 | | . 5 | Budget Difference] 3 |
| 1 | | | | | | | | | 2,875.00 | S 2 | | . 5 | . 5 | . 5 | . \$ | | . 5 | | | . 5 | | ree using Current Year Rates per 3% escalation each year (2022-2025) S |
| 1 | | | | | | | | | 2.875 00 | \$ 2 | | | . \$ | . \$ | | . 5 | . 5 | | . 5 | . 5 | . 5 | Fee using 2022 Rates \$ |
| 1 | - | 1 | - | | 0.00 | | | | | | 0.00 | 0.00 0. | 0.00 0. | 0.00 0 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| 1 | | | - | - | | - | | 1 | 1 | | | | | | | | | | | | | Task % Remaining |
| J | | | | | | | | | | | | | | | | | | | | | | Hours from Original Budget |
| | | | | | | | | | | | | | | | | | | | | | | ask 02.3a - Title/Escrow Services |
| \$0.00 | | | \$0.00 | \$0.00 | | | | | . s | П | | | . 8 | . \$ | | | | | | . 15 | . 5 | Budget Difference 5 |
| 1 | | | | | | | | | 6,325.00 | | | • | - 3 | . \$ | . 5 | . 5 | . 5 | . 5 | . 5 | . 5 | . 5 | red using current Year Kates per 3% escalation each year (2022-2025) 5 |
| 1 | | | | | | | | | 6.325 00 | 8 8 | | • | . \$ | | . 8 | . 8 | | * | | | . 5 | Fee using 2022 Rates 5 |
| 1 | | | - | | 000 | | | - | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 0. | 0.00 | 0.00 | |
| 1 | | | | - | - | - | | 1 | 1 | | | | | | | | | | | | | Task % Remaining |
| ١ | | | | | | | | | | | | | | | | | | | | | | Hours from Original Budget |
| | | | | | | | | | | | | | | | | | | | | | | Task 02.3 - Acquisitions |
| \$0.00 | | | \$0.00 | \$0.00 | | | | . \$ | . 5 | | | . * | | | | . 3 | | | | | | e legitateur in agent |
| | | | | | | | | STATE OF THE PERSON | 10,350.00 | \$ 10 | | | . 5 | | . 5 | | | | - | | | and course the Less bet 2% escapation each less l'actraction es |
| 1 | | | | | | | | | 10.350.00 | \$ 10 | . // | . \$ | . \$ | . 8 | | | | | - | | | C Belts 27 Dusin 66 4 |
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| 1 | | | | | | | | | | - | | | | | | | - | - | H | - | H | Г |
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| Project Project Project Project Stimulated Fee Table Project Stimulated Fee Table Project Stimulated Fee Table Stimul | \$191,350 \$191,350 | SUBTOTAL TASK = | SUBTOTAL | | | | | | | | |
|--|-------------------------------|--|---------------|-----------------------|--------------------|-------------|---------------|-----------------------|---------------------------|-------------------------|--|
| Project Project Associate Engineer Expenses Expenses Engineer Expenses Expenses Engineer | | \$0 | | | 0 | 544 | 0 | 0 | 534 | 0 | IOTAL: |
| Project Project Associate Engineer | \$191,350 | | | | | | | | | | |
| Project Project Engineer | \$3,430 | | | 4 | | 4 | | | 14 | | Cycle 7 ATP Cost Estimate |
| Project Project Associate Engineer | \$79,260 | | | 48 | | 200 | | | 260 | | Traffic signal upgrades, RR equipment, maintenance access points |
| Project Project Associate Engineer | \$13,960 | THE VALUE OF THE PARTY OF THE P | | 8 | | 40 | | | 40 | | Curb Ramps Add'i from original scope |
| Project Project Associate Engineer Expenses Expenses Expenses Engineer | \$34,920 | | | 16 | | 120 | | | 80 | | C&G Improvements & 8 Curb Ramp revisions from alignment change |
| Project Project Associate Engineer Engineer Engineer Engineer Sales | \$29,900 | | | 20 | | 100 | | | 60 | | Geometric Design Concepts - Basis of Design Rework |
| Goshen Trail Reconstruction Project - Change Order 2 Project Estimated Fee Table Project Project Associate Technician III Engineer Engineer Engineer Engineer Engineer Engineer Expenses \$ 95 \$125 \$145 \$160 \$175 \$195 \$245 \$115 Fee Varies | \$29,880 | | | 24 | | 80 | | 100 | 80 | | Protected Intersection |
| Project Project Associate Engineer Engineer Engineer Engineer Engineer State | | | | | | | | | | | I QSK Number sk 17 - Additional Civil Improvements |
| Project Estimated Fee Table Associate Engineer Engineer Engineer Engineer Engineer Engineer Engineer Engineer Engineer Engineer Engineer Expenses Expense | | Fee Varies | \$1.15 | \$245 | \$195 | \$175 | \$160 | \$145 | \$125 | \$95 | |
| Goshen Trail Reconstruction Project - Change Order 2 Project Estimated Fee Table | TOTAL | Reimbursable | Subconsultant | Principal Engineer | Senior Engineer | Engineer II | Engineer I | Associate Engineer | Project Technician III | Project Technician I | |
| Goshen Trail Reconstruction Project - Change Order 2 | | | | | | | ted Fee Table | Project Estimo | | | |
| | | | | | order 2 | Change (| n Project - | onstructio | en Trail Re | Gosh | |