



**Washington State  
Department of Transportation**

<b>Supplemental Agreement Number</b> <u>05</u>		Organization and Address	
Original Agreement Number LA 9422		Wallis Engineering PLLC 215 West 4th Street, Suite 200 Vancouver, WA 98660	
Project Number STPR-B309(001)		Execution Date 8/9/2018	Completion Date 12/31/2021
Project Title Russell Avenue Improvements		New Maximum Amount Payable \$315,703.86	
Description of Work This project consists of providing design services for Russell Avenue Improvements Project. The project will reconstruct Russell Avenue, enhance the aesthetic appeal of the corridor by matching themes from adjacent improvements on 2nd Street and Cascade Avenue, and improve the safety and operational characteristics of the corridor between 2nd Street and the BNSF rail line.			

The Local Agency of City of Stevenson  
desires to supplement the agreement entered in to with Wallis Engineering, PLLC  
and executed on 8/9/2018 and identified as Agreement No. LA 9422.

All provisions in the basic agreement remain in effect except as expressly modified by this supplement.

The changes to the agreement are described as follows:

I

Section 1, SCOPE OF WORK, is hereby changed to read:

See Exhibit A5

II

Section IV, TIME FOR BEGINNING AND COMPLETION, is amended to change the number of calendar days for completion of the work to read: no change

III

Section V, PAYMENT, shall be amended as follows:

additional funds of \$9,974.63

as set forth in the attached Exhibit A, and by this reference made a part of this supplement.

If you concur with this supplement and agree to the changes as stated above, please sign in the Appropriate spaces below and return to this office for final action.

By: Wallis Engineering, PLLC

By: \_\_\_\_\_

Consultant Signature

Approving Authority Signature

\_\_\_\_\_ Date

Exhibit "A"  
Summary of Payments

	Basic Agreement	Supplement #1	Supplement #2	Supplement #3	Supplement #4	Supplement #5	Total
Direct Salary Cost	\$ 16,215.74	\$ 24,098.02		\$ 1,824.20	\$ 20,018.36	\$ 2,115.20	\$ 64,271.52
Overhead (Including Payroll Additives)	\$ 25,568.98	\$ 37,997.76		\$ 3,389.36	\$ 37,194.11	\$ 3,930.04	\$ 108,080.25
Direct Non-Salary Costs	\$ 7,055.00	\$ 78,518.20	\$ 22,676.34	\$ -	\$ 12,526.26	\$ 3,294.83	\$ 124,070.63
Fixed Fee	\$ 4,864.72	\$ 7,229.41		\$ 547.26	\$ 6,005.51	\$ 634.56	\$ 19,281.46
<b>Total</b>	<b>\$ 53,704.44</b>	<b>\$ 147,843.39</b>	<b>\$ 22,676.34</b>	<b>\$ 5,760.82</b>	<b>\$ 75,744.24</b>	<b>\$ 9,974.63</b>	<b>\$ 315,703.86</b>

**Exhibit D4**  
**Prime Consultant Cost Computations**

CONSULTANT: Wallis Engineering  
PROJECT: Russell Avenue Improvements

DIRECT SALARY COST (DSC):

<u>Classification</u>	<u>Man Hours</u>	x	<u>Rate</u>	=	<u>Cost</u>
Senior Engineer		x	\$59.32	=	\$0.00
Engineer 1	40	x	\$52.88	=	\$2,115.20
Engineer 2		x	\$51.20	=	\$0.00
Engineer 3		x	\$42.31	=	\$0.00
Engineer 4		x	\$38.94	=	\$0.00
Engineer 5		x	\$37.50	=	\$0.00
Engineer 6		x	\$27.88	=	\$0.00
Engineer 7		x	\$20.00	=	\$0.00
Senior Designer		x	\$75.00	=	\$0.00
Inspector		x	\$50.00	=	\$0.00
Technician 1		x	\$33.00	=	\$0.00
Technical Writer		x	\$35.00	=	\$0.00
Clerical 1		x	\$32.00	=	\$0.00
Clerical 2		x	\$16.00	=	\$0.00
			TOTAL DSC		<u>\$2,115.20</u>

OVERHEAD (OH COST - Including Salary Additives):

OH Rate x DSC	of <u>185.80%</u>	x <u>\$2,115.20</u>	TOTAL OH =	<u>\$3,930.04</u>
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FIXED FEE (FF):

FF Rate x (DSC)	of <u>30.00%</u>	x <u>\$2,115.20</u>	TOTAL FF =	<u>\$634.56</u>
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REIMBURSABLES:

Printing & Mileage	\$800.00
Testing Services-CWE	\$1,000.00

TOTAL REIMBURSABLES:	<u>\$1,800.00</u>
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SUBCONSULTANT COSTS:

GRI	\$1,494.83
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TOTAL SUBCONSULTANT COSTS:	<u>\$1,494.83</u>
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TOTAL NONDIRECT COSTS:	<u>\$3,294.83</u>
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GRAND TOTAL	=	<u><u>\$9,974.63</u></u>
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PREPARED BY: Erin Kingsley

DATE: 6/5/2020

CONSULTANT: Wallis Engineering  
 SUBCONSULTANT: Geotechnical Resources Inc.  
 PROJECT: Russell Avenue Improvements

DIRECT SALARY COST (DSC):

<u>Classification</u>	<u>Man Hours</u>	x	<u>Rate</u>	=	<u>Cost</u>
Principal	0.75	x	\$78.37	=	\$58.78
Associate	7	x	\$58.17	=	\$407.19
Senior Engineer / Geologist		x	\$50.48		\$0.00
Project Engineer / Geologist		x	\$43.63	=	\$0.00
Staff Engineer / Geologist		x	\$39.06	=	\$0.00
Engineering Assistant		x	\$27.04	=	\$0.00
CADD / Drafter		x	\$24.64		\$0.00
Technical Editor		x	\$31.25		\$0.00
Contract Admin / Accountant		x	\$48.08		\$0.00
Production / Clerical		x	\$35.58	=	\$0.00
TOTAL DSC =					<u>\$465.97</u>

OVERHEAD (OH COST - Including Salary Additives):

OH Rate :	of	<u>190.80%</u>	x	<u>\$465.97</u>	TOTAL OH =	<u>\$889.07</u>
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FIXED FEE (FF):

FF Rate x	of	<u>30.00%</u>	x	<u>\$465.97</u>	TOTAL FF =	<u>\$139.79</u>
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REIMBURSABLES:

- Printing & Mileage
- FWD Mobilization
- FWD Equipment
- Core Patching Material
- Driller
- Traffic Control
- Traffic Counts
- Laboratory Testing
- Regulatory Database Vendor

TOTAL REIMBURSABLES:	<u>\$0.00</u>
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GRAND TOTAL	<u>= \$1,494.83</u>
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PREPARED BY: Lindsy Hammond

DATE: 6/5/2020

## GENERAL SCOPE OF PROJECT

This project consists of providing design services for Russell Avenue Improvements Project. The project will reconstruct Russell Avenue, enhance the aesthetic appeal of the corridor by matching themes from adjacent improvements on 2nd Street and Cascade Avenue, and improve the safety and operational characteristics of the corridor between 2nd Street and the BNSF rail line. Improvements will include replacement of existing sidewalks and pavement, bulb-outs at the 1st Street intersection, installation of aesthetic amenities matching adjacent improvements, new decorative street lighting, replacing approximately 140 linear feet of asbestos cement waterline, installation of drainage improvements, and undergrounding of existing overhead utilities as necessary to accomplish the goals of the project.

- Supplement No.1: Execution of the Prime Agreement was expedited in an effort to begin conceptual design and prepare conceptual graphic renderings of the proposed improvements to support City outreach events. As such, the tasks included in the Prime agreement are limited to project management, NEPA coordination, topographic survey, and conceptual design efforts, but does not include design, preparation of PS&E documents, cultural resource investigations, right-of-way acquisition, or construction support. Supplement No. 1 amends existing tasks and creates new tasks necessary to deliver the design and construction documents for the project. Construction support services will be contracted under a future contract supplement.
- Supplement No. 2: During design development, final Right of Way acquisition needs were identified that differ from the original scope of work. Additional Right of Way files will be required to obtain approval from WSDOT Local Programs. This supplement will also include legal descriptions of all required Right-of-Way acquisition which was previously omitted and additional graphic preparation to support public outreach efforts.
- Supplement No. 3: During design development, the City elected to modify the proposed roadway geometry to include a 10-foot-wide sidewalk instead of the 8-foot-wide sidewalk previously included. This supplement includes the additional design efforts to modify the sidewalk and roadway geometry to fit the City's goals and to adjust utility improvements to fit the new geometry.
- Supplement No. 4: This supplement added project bidding support, construction management services (assumed half-time for the duration of the project), construction inspection support to supplement City Staff resources (assumed 8 hours per week for the duration of the project), and preparation of as-built drawings.

## SUPPLEMENTAL NO. 5 SCOPE OF WORK

Soft subgrade soils were discovered during construction of the roadway base. To remedy the soft subgrade, additional services were required to develop a cement-treated base (CBT) alternative. This included in-field assessment of the condition with a geotechnical engineer, material testing, discussions with the material supplier, contractor, and geotechnical and materials testing engineers, design of the CBT, negotiation of the change order with the contractor, and gaining change order approval from WSDOT. A total of 40 hours was expended on this work, in addition to subconsultant costs for the geotechnical engineer and materials testing engineer.

## **CONTRACT DURATION**

Contract term is unaffected by this supplemental scope of work.