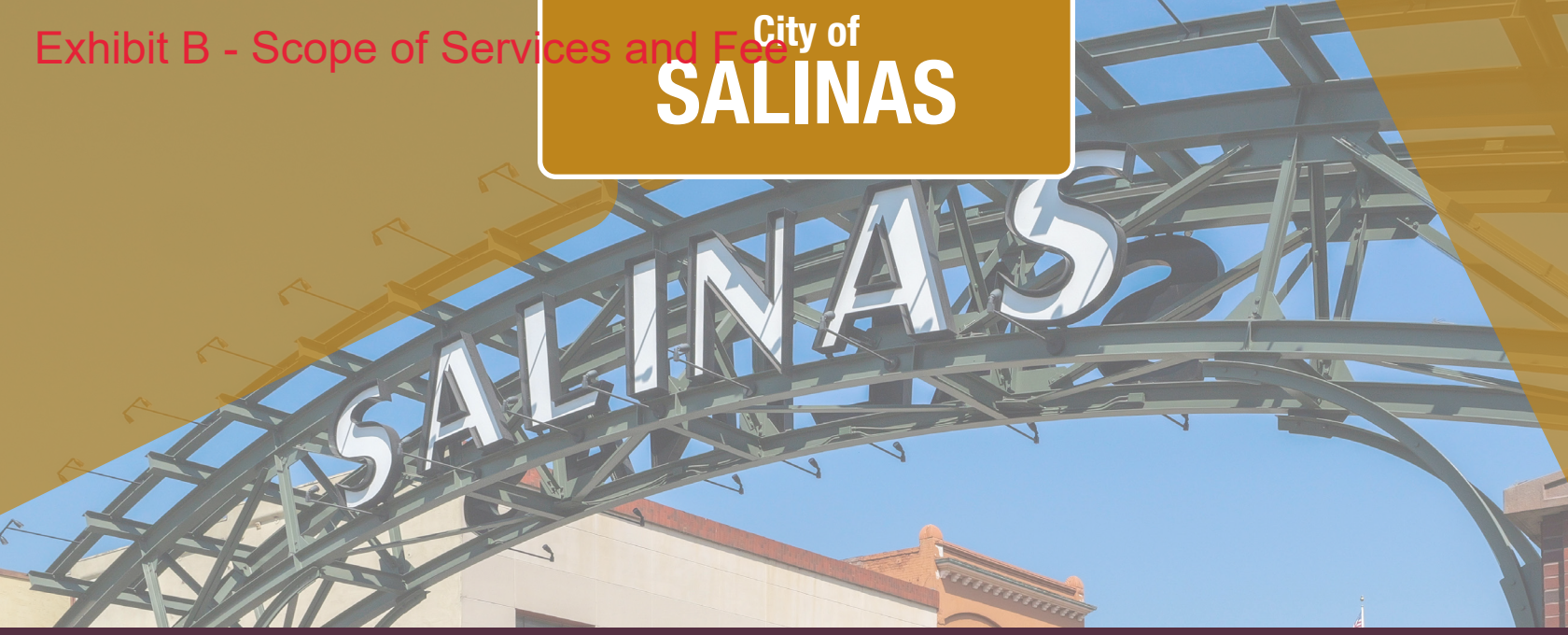
Exhibit B - Scope of Services and Fee

City of
SALINAS



PROPOSAL FOR

Engineering Services for the Harden Parkway Path & Safe Routes to School Project

Prepared by:

Kimley»Horn

Expect More. Experience Better.

Coordination with Caltrans and CTC

There are particular milestone and time constraints specific to ATP-funded projects, and utilizing a team well-versed in coordination with Caltrans and CTC is vital to completing the Project team. The Project is subject to the LAPM and must comply with all the requirements of ATP funding as well as federal funding for the construction phase. The Kimley-Horn team is not only familiar with, but also committed to successfully delivering this Project in accordance with LAPM processes as well as LAPG, with particular attention to Chapter 25, State Programs for Local Agency Projects.

LAPG sets forth funding parameters that must be adhered to, including the Timely Use of Funds provision. Compliance with the Timely Use of Funds provisions is crucial for Project success, and we have built CTC deadlines into our schedule. Should unforeseen circumstances arise as the result of third-party delay, the CTC may approve up to one extension per phase during the PA&ED, PS&E, Right-of-Way (R/W), and Construction (CON) phases, with the time extension dependent on the nature of the request. Kimley-Horn's experience is that the CTC will grant extensions when well documented and verified that the local agency is not responsible for the delay. Furthermore, the extension granted must correspond to the number of months of justifiable delay, as the CTC will not automatically award the maximum time extension identified in LAPG.

E76 FOR CONSTRUCTION

The Kimley-Horn team has experience with not only CTC coordination as mentioned above, but also obtaining the E76 required for construction. During his years as a public agency engineer, our QC/QA manager, **Hunter Young, PE**, managed numerous federally funded projects through the construction phase serving as resident engineer (RE) on multiple occasions. **He is also a graduate of the Caltrans Resident Engineers Academy.** While construction of roadway improvements may be a couple of years away, at Kimley-Horn, we believe in beginning with the end in mind. For that reason, our team recently reviewed the Caltrans Post-Construction Review Checklist utilized by Caltrans Construction Oversight Engineers during their final "audit" of the Project. We will include relevant information into the Project technical specifications. For example, references to the City's Quality Assurance Program (QAP), including, but not limited to, proper testing of materials permanently incorporated during construction, submittal of Certificates of Compliance, and receipt of all Buy America certificates, will be included. Additionally, the technical specifications will include required provisions on labor compliance/Equal Employment Opportunity documents, trainee programs for apprentices, disadvantaged business enterprise (DBE) subcontractors, and environmental commitments/mitigation monitoring. By adhering to these requirements, our team will set the Project up for successful completion and submittal of the required E76 and associated forms.

5. SCOPE OF WORK

TASK 1: PROJECT MANAGEMENT, COORDINATION, AND DOCUMENTATION

We assume the project management task to occur over 24 months and conclude with the submittal of the Final PS&E for advertisement. Project management, coordination, and meetings during the construction phase are assumed to be included in **Task 10: Bidding Support Services** and **Task 11: Design Support During Construction (DSDC)**.

Task 1.1. Project Administration

Kimley-Horn will supervise, coordinate, and monitor Project design activities. Kimley-Horn will coordinate with the City, including providing monthly Project status reports. We will develop and maintain a critical path method (CPM) Project schedule, updating monthly and as requested by the City.

Task 1.2. Coordination and Meetings

Kimley-Horn will participate in an initial kick-off meeting with the City to discuss the proposed Project approach, potential design challenges, schedule, and deadlines. We assume up to 48 additional biweekly meetings with the City, with the remainder of coordination through email and telephone calls. Meetings will be summarized with meeting minutes, and we assume all meetings will be online format. If requested by the City, we can be available for limited in-person meetings, up to the estimated budget for this task.

Task 1.3. MST Coordination

Kimley-Horn will meet with MST to review the proposed improvements that directly impact their existing bus stops along the corridor and planned future stops or improvements. We assume coordination will be through telephone conference and email correspondence. This scope includes up to 24 hours for this task. Meetings will be summarized with meeting minutes, and we assume all meetings will be online format.

Task 1.4. QC/QA

Kimley-Horn will follow a structured QC/QA process that will be implemented throughout the life of the Project. An internal senior staff member will perform independent reviews ahead of the 60%, 90%, and Final/Bid PS&E submittals to review overall constructability and quality of our deliverables.

The project manager will maintain a log to record QC measures taken during the Project, including corrective actions taken.

TASK DELIVERABLES

- Monthly invoices (PDF)
- Meeting notes (PDF)
- Monthly schedule updates (PDF)
- QC markups (as requested, PDF)

TASK 2: PRELIMINARY ENGINEERING STUDIES

Task 2.1. Stormwater and Drainage Analysis

SUBTASK 2.1.1. STORMWATER CONTROL PLAN

Kimley-Horn will prepare a Preliminary Stormwater Control Plan (SCP) to meet requirements in the City's NPDES-Stormwater Permit and related regulations such as the Post-Construction Stormwater Management Requirements for Development Projects in the Central Coast Region. The Preliminary SCP will be based on the Preliminary Grading and Drainage Plan and will include an exhibit showing approved low impact development (LID) features. A Threshold Determination Spreadsheet is also required in this phase. Based on a cursory review, it is not confirmed that this Project requires hydromodification mitigation, and therefore this task does not address hydromodification. If research concludes that hydromodification management control is required, further modeling using the Salinas Hydrology Model (SalinasHM) or equivalent program to model selected best management practices (BMPs) will be provided as additional services.

SUBTASK 2.1.2. DRAINAGE ANALYSIS

This task includes the preparation of one drainage memorandum to summarize the pre-Project and post-Project 10-year rainfall event runoff conditions along Harden Parkway as necessary to design improvements to the existing storm drain system along the roadway. This preliminary memorandum is limited to the Project area, and regional modeling beyond the Project limits is excluded. This scope does not include analysis of the downstream drainage systems to intercept the existing runoff from Harden Parkway nor any upsizing of these existing downstream drainage systems. Kimley-Horn's drainage analysis will focus on roadway runoff and how to prevent ponding on the roadway.

The following items are included in this task:

- Research of readily available drainage reports and related studies
- Preparation of existing and proposed condition drainage maps
- Drainage areas will be based upon Project survey area and readily available topographic data. The offsite tributary area, which conveys flow into the Project area, will be approximate for the purpose of this analysis and noted if further survey and investigations are required.
- Hydrology calculations based upon rational method for the 10-year storm event following the Salinas Hydrology Model. Drainage areas will be limited to the proposed Project limits, and up to 30 areas are included based upon existing inlets. Computer modeling of the drainage system is excluded from this scope.
- Hydraulic calculations for up to 30 existing inlet laterals and gutter spread based upon Manning's Equations will be prepared utilizing flowmaster software and summarized in tabular format.
- This task assumes downstream hydraulic grade line (HGL) information will be provided by the City or an agreed upon determination by the County and/or City.

Task 2.2. Urban Design Palate Concepts

PRELIMINARY LANDSCAPE AND HARDSCAPE CONCEPTS:

Kimley-Horn will develop up to three (3) different conceptual improvement themes that will identify the colors, materials, textures, layout, and general size of landscape and hardscape improvements. It is anticipated that this information will be conveyed through plans, elevations, sketches, and sample character imagery. We assume up to one (1) round of revisions based on staff and/or stakeholder input. Additional revisions may be provided as additional services.

PREFERRED LANDSCAPE AND HARDSCAPE CONCEPT:

Kimley-Horn will utilize input received from staff and stakeholders on the preliminary landscape and hardscape design concepts to create one (1) final preferred theme for final design direction prior to beginning the PS&E phase. The concept will illustrate final colors, materials, textures, layout, and general size of hardscape and landscape elements. It is anticipated that this information will be conveyed through plans, elevations, sketches, and sample character imagery. We assume up to one (1) round of revisions based on staff and/or stakeholder input. Additional revisions may be provided as additional services.

Task 2.3. Geotechnical Services

The Kimley-Horn team will provide geotechnical services. We will review pertinent reports of the site provided by the City, and participate in Project planning and coordination (up to two [2] meetings) and post-report design consultations (up to two [2] meetings at 2 hours each). A draft and final Geotechnical Report will be prepared and submitted to the City. The Kimley-Horn team will complete the following scope of work:

- Site visit to mark coring locations for Utility Service Alert (USA)
- Obtaining a City of Salinas Minor Encroachment permit and fees
- Field exploration consisting of advancing eight pavement cores (one approximately every 1,000 feet per direction). The cores will be advanced through the existing asphalt concrete (AC)/concrete and hand-excavated through any existing asphalt base to the underlying subgrade. The location of the cores will be chosen to identify the prominent pavement sections and significant changes in the pavement section based on surface observations. The subgrade will be identified, and sampled for laboratory testing. The maximum depth of the pavement cores is 15 inches into the existing hot mix asphalt (HMA)/concrete with a total depth of 2 feet.
- Traffic control consisting of a two-person traffic control with arrow board to route traffic around the coring rig using California Manual on Uniform Traffic Control Devices (MUTCD) traffic control pattern 6C-1 modified for mobile operations
- Laboratory testing of selected samples considered representative of site conditions, in order to ascertain or derive relevant engineering properties including:
  - Moisture/density
  - Soil classification
  - Expansion potential
  - R-value (two [2] each) includes sample collection and drop-off at outside laboratory
  - Engineering analysis of collected data

- Preparation of a Geotechnical Report, with design of new pavement sections including recycling options, maintenance options, overlays where applicable, table of existing pavement section thicknesses, description of existing pavement conditions, earthwork criteria, and photo documentation
- New pavement sections and FDR options will be designed for 15 to 20 years based on the Caltrans design method and R-values. Rigid pavement sections will be designed for 30 to 50 years based on the Caltrans design method and R-values. Overlay and other maintenance options such as mill-and-fill, cold in-place recycling (CIR), and seal coats will be provided where pavement conditions allow based on our team's surface observations. The pavement life given for overlay and maintenance options will be an estimate based on our team's experience.

Task 2.4. Pavement Assessment

Kimley-Horn will conduct a Project-level pavement condition assessment to evaluate existing pavement conditions and identify appropriate roadway maintenance and rehabilitation strategies. Pavement conditions will be mapped geospatially and integrated into the decision-making process. Coupled with geotechnical and traffic information, the pavement condition assessment will allow Kimley-Horn to value-engineer a pavement solution that is practical, cost-effective, and sustainable. This scope assumes up to 50 hours for this task.

Task 2.5. Field Visits

This task includes data gathering and field visits to support preliminary engineering and final design, geotechnical analysis, drainage analysis, determination and preparation of right-of-way information, and utility coordination. We assume up to eight (8) field visits with up to three (3) team members each for this task.

TASK DELIVERABLES

- Geotechnical Report (one [1] hard copy, PDF)
- Pavement Condition Assessment Memorandum (one [1] hard copy, PDF)
- Stormwater Control Plan (one [1] hard copy, PDF)
- Hydraulics and Hydrology Memorandum (one [1] hard copy, PDF)
- Draft and Final Concept Landscape and Hardscape Board (one [1] 24"x36" hard copy board of final concept, PDF)

TASK 3: SURVEYS AND MAPPING

Task 3.1. Topographic Survey

The Kimley-Horn team will provide 1"=20' aerial mapping with 1' contours of the area shown on the attached exhibit, to be supplemented with ground based surveying, record right-of-way information, and record utility data.

SUBTASK 3.1.1

We will coordinate survey tasks with the City and schedule resources.

SUBTASK 3.1.2

The Kimley-Horn team will establish local survey control and tie to a vertical datum and horizontal coordinate system using global positioning system (GPS) methods. Surveyed elevations will be relative to the NAVD88 vertical datum unless otherwise specified by the City prior to commencing work. We will establish and survey approximately 18 aerial mapping targets surrounding the mapping area for aerial mapping control purposes, together with additional control points as deemed necessary for supplemental ground-based surveying. We will research and review recorded maps in the vicinity, plot the record right-of-way boundaries in CAD, and recover and survey adequate existing boundary monuments to align the record right-of-way boundaries to the topographic mapping. (Note: this will not constitute a boundary survey.)

SUBTASK 3.1.3

The Kimley-Horn team will perform a ground-based supplemental survey along the mapped alignments. The survey will include any observed hardscape improvements obscured by tree canopy or otherwise not compiled in the aerial mapping. Additionally, utility structures (manhole and valve covers, utility vaults, and cabinets) compiled in the aerial mapping will be inspected from the ground to identify the utility types if possible. Trunk locations for any trees with trunks greater than 6" in diameter at breast height within the mapping area will also be surveyed as part of the supplemental survey efforts. This task additionally includes ground-based surveying at 12 curb returns along Westminster Drive.

SUBTASK 3.1.4

Where safely practicable, we will open sanitary sewer or storm drain manholes within the survey area, measure invert depths, and note pipe sizes and directions.

SUBTASK 3.1.5

The Kimley-Horn team will request utility maps from known utility providers including Pacific Gas & Electric Company (PG&E) and AT&T. We will plot the presumed locations of underground utilities based on surveyed surface evidence reconciled with utility maps.

SUBTASK 3.1.6

The Kimley-Horn team will prepare a topographic map of the surveyed property incorporating the aerial mapping and all additional surveyed features. The topographic map will show 1-foot contours and overlaid record right-of-way boundaries drafted at a scale of 1"=20'. We will provide the topographic mapping to the City as a CAD drawing in AutoCAD Civil 3-D 2018 .dwg format.

Task 3.2. Monument Preservation Survey

SUBTASK 3.2.1

The Kimley-Horn team will research existing recorded maps to identify survey monuments of record that could be impacted by construction of the proposed improvements.

SUBTASK 3.2.2

The Kimley-Horn team will perform a field survey to document the locations of any threatened survey monuments and set reference marks outside the expected construction limits from which any destroyed monuments could be reestablished.

SUBTASK 3.2.3

We will prepare a Record of Survey map depicting the relative positions of all surveyed monuments and reference marks and process the map through the County of Monterey, respond to County plan check comments, and provide a mylar copy for recordation.

Exclusions

The following work is specifically excluded from the Surveyor's Scope of Services:

1. Boundary surveying and preparation of a Record of Survey or other recorded map
2. Preparation of legal descriptions or plats for easement acquisitions, property transfers, or any other purposes
3. Determination of any pipe sizes or invert elevations that are not visible, discernable, or directly measurable from ground level looking down the manholes
4. Utility surveys of underground facilities, including electronic sensor detection or physical potholing
5. Traffic control: any surveying that would require lane closures or third-party traffic control to safely accomplish
6. Locating or surveying of additional manholes outside the defined survey limits (e.g., upstream and downstream manholes)
7. Design services
8. Changes in scope of the survey work, or any work not specifically included in **Task 3: Surveys and Mapping**

Please note that upon your request, the Kimley-Horn team may be able to provide some of the above services at an additional cost.

TASK DELIVERABLES

- Topographic Survey and Right-of-Way AutoCAD file (if requested)

TASK 4: ENVIRONMENTAL STUDIES AND DOCUMENTATION

Removed Task 4

This scope of work for environmental documentation is consistent with Federal Highway Program Guidelines, LAPM, LAPG, and NEPA. NEPA is required due to core federal funding for the Project.

Task 4.1. Preliminary Environmental Study (PES) Form and Area of Potential Effects (APE) Map

Environmental issues that may require further detailed study will be documented in the PES. Kimley-Horn will complete a PES Form and first submittal to the City for review. After addressing City comments, Kimley-Horn will submit the PES to Caltrans for their review and approval. Kimley-Horn staff has evaluated the anticipated Project concepts, existing Project site conditions, surrounding vicinity, and publicly available databases with information commonly used to complete the PES Form. Based on this review and experience on similar projects, Kimley-Horn anticipates that the evaluation of environmental resources can be addressed within the PES Form, and additional technical studies will not be required but have been included as Optional Tasks.

While we do not anticipate that additional technical studies will be required, the final decision will be made by Caltrans. This is particularly true regarding cultural resources. Caltrans Professionally Qualified Staff (PQS) will review the PES form and APE Map to determine the Project's potential to affect both Archaeology and Historic Architecture (as applicable). It is anticipated that the PQS will find that a Screened Undertaking Memorandum will be sufficient for the Project, and no additional evaluation will be required. The Screened Undertaking Memorandum would be prepared by Caltrans PQS.

This scope also assumes Caltrans will prepare the NEPA Categorical Exclusion pursuant to Section 23 USC 326, 23 CFR 771 activity (c)(23). We will also prepare a Draft Environmental Commitments Record (ECR), if necessary, which will be submitted to Caltrans for review and approval. Should any of the studies identify the need to prepare the Environmental Assessment, a separate scope and fee will be provided to the City to complete that effort.

Task 4.2. California Environmental Quality Act (CEQA) Documentation

Kimley-Horn will complete a CEQA Categorical Exemption and supporting memorandum to obtain environmental clearance for the Project. This scope anticipates that the Project would have no impacts on the environment, and it would qualify for a Categorical Exemption under State CEQA Guideline Section 15301(c) Existing Facilities. This Section applies to existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities for the purpose of public safety, and other alterations such as the addition of bicycle facilities, including but not limited to, bicycle parking, bicycle-share facilities and bicycle lanes, transit improvements such as bus lanes, pedestrian crossings, street trees, and other similar alterations that do not create additional automobile lanes.

Kimley-Horn believes that use of a Categorical Exemption would avoid the need to prepare an Initial Study/Mitigated Negative Declaration (IS/MND) or other more involved CEQA document.

TASK 4: ENVIRONMENTAL STUDIES AND DOCUMENTATION

This scope of work for environmental studies and documentation is consistent with Federal Highway Program Guidelines, LAPM, LAPG, and NEPA. NEPA is required due to core federal funding for the Project.

Updated/Revised Task 4

Task 4.1. Technical Study Work Program

Kimley-Horn will complete the requested technical documentation per the signed Preliminary Environmental Study (PES) approved by Caltrans on December 3,2024. Per Caltrans Professionally Qualified Staff (PQS) review of the signed PES form, this scope also includes an Area of Potential Effects (APE) Map and an Historic Property Survey Report (HPSR), including Archaeological Survey Report (ASR) and Historic Resources Evaluation Report (HRER) to determine the Project's potential to affect both Archaeological resources and Historic Architecture.

Kimley-Horn will prepare the technical documentation listed below:

Traffic Memorandum
Kimley-Horn will prepare a traffic memorandum as requested by Caltrans. The memorandum will include a brief project description, discussion of the affected environment (existing site and surrounding conditions), temporary and permanent impacts, and avoidance and minimization measures if necessary. This scope of work excludes any traffic counts or Level of Service analysis for intersections or roadway segments. Should operational traffic analysis be required, Kimley-Horn can accommodate this as an additional service. Kimley-Horn assumes one round of consolidated City comments on the memorandum. Kimley-Horn will incorporate revisions, submit to the City for final approval and then submit to Caltrans.

Noise Technical Memorandum
Kimley-Horn will prepare a construction noise memorandum per request of Caltrans. The memorandum will include a brief project description, discussion of the affected environment (existing site and surrounding conditions), potential noise impacts from construction, and avoidance and minimization measures if necessary. This scope of work excludes any onsite noise measurements or noise modeling analysis. Should noise modeling be required, Kimley-Horn can accommodate this as an additional service. Kimley-Horn assumes one round of consolidated City comments on the memorandum. Kimley-Horn will incorporate revisions, submit to the City for final approval and then submit to Caltrans.

Hazardous Materials Technical Memorandum
Kimley-Horn will prepare a hazardous materials technical memorandum per request of Caltrans. The memorandum will include a brief project description, affected environment (existing site and surrounding conditions), discussion of applicable sites listed on the DTSC Envirostor database or California State Water Resources Control Board (CWRCB) Geotracker list, and avoidance and minimization measures if necessary. This scope of work does not include the preparation of an Initial Site Assessment or any soil testing. Kimley-Horn assumes one round of consolidated City comments on the memorandum. Kimley-Horn will incorporate revisions, submit to the City for final approval and then submit to Caltrans.

Section 4(f) Memorandum
Kimley-Horn will prepare a Section 4(f) memorandum per request of Caltrans. Caltrans indicated the finding would be di minimize, which refers to minor impacts in which extensive environmental review or mitigation is not needed. The memorandum will include a brief project description, discussion of the affected environment (existing site and surrounding conditions) including existing recreational resources and discuss that any temporary and/or permanent impacts would be minor and that no avoidance or minimization measures would be necessary. Kimley-Horn assumes one round of consolidated City comments on the memorandum. Kimley-Horn will incorporate revisions, submit to the City for final approval and then submit to Caltrans.

Visual Resources Memorandum
Kimley-Horn will prepare a visual resources memorandum per request of Caltrans. The memorandum will include a brief project description, discussion of the affected environment (existing aesthetics of the site and surrounding conditions), temporary and/or permanent impacts, and avoidance and minimization measures if necessary. This scope of work does not include the preparation of any visual simulations or renderings. Should visual simulations be required, Kimley-Horn can provide those as an additional cost. Kimley-Horn assumes one round of consolidated City comments on the memorandum. Kimley-Horn will incorporate revisions, submit to the City for final approval and then submit to Caltrans.

Land Use Memorandum
Kimley-Horn will prepare a land use memorandum per request of Caltrans. The memorandum will include a brief project description, discussion of the affected environment (existing site and property ownership), potential for the project to require temporary and/or permanent construction easements of property acquisitions, and avoidance and minimization measures if necessary. This scope of work assumes that project will not result in any permanent loss of existing parking, take of private property such that a residence or

business would be adversely affected or require relocation. Kimley-Horn assumes one round of consolidated City comments on the memorandum. Kimley-Horn will incorporate revisions, submit to the City for final approval and then submit to Caltrans.

Cultural Resources Documentation

Area of Potential Effect
Kimley-Horn and Associates, Inc. (Kimley-Horn) will coordinate with the City, Caltrans, project cultural resources staff, and project engineering staff to develop an Area of Potential Effect (APE) Map and APE Description. The map will be prepared pursuant to Caltrans guidelines. This scope includes up to two updates to the APE Map based upon Caltrans comments. For the purposes of this scope, the APE is generally defined as approximately 1.4 linear miles on Harden Parkway and McKinnon Street.

Archaeological Survey Report
Kimley-Horn will prepare an Archaeological Survey Report (ASR) for the proposed undertaking pursuant to Section 106 of the National Historic Preservation Act (NHPA), the National Environmental Policy Act (NEPA), and the California Environmental Quality Act (CEQA). The report will be completed pursuant to Caltrans guidelines and formats. All efforts will be completed by, or under the supervision of, a cultural resource professional that meets the United States Secretary of the Interior's Professional Qualifications Standards for Archaeology and Architectural History. Tasks will include:

Research: Kimley-Horn will conduct a cultural resources records search at the Northwest Information Center (NWIC) to determine if any previously recorded cultural resources are located within the APE or ½ mile buffer. Staff will research geomorphology and land use history through applicable databases, historic aerials, and topographic maps. Staff will also review applicable literature, repositories and databases for additional research of the cultural sensitivity of the APE.

Outreach: Staff will request a tribal consultation list and records search of Sacred Lands Files (SLF) through the Native American Heritage Commission (NAHC) for the APE. Staff will contact the Native American Tribes listed on the NAHC's consultation list to request any information about cultural resources or sacred sites in or near the APE. Outreach will include one initial correspondence and up to one additional follow-up correspondence to the Tribes on the contact list. Staff will also contact up to two historical organizations or societies as part the outreach effort for the ASR. Any additional outreach effort required by Caltrans will require an adjusted scope and fee.

Field Survey: Staff will conduct a pedestrian survey of the entirety of the APE. Survey methods will be non-collective, and all identified archaeological resources will be recorded utilizing CA DPR 523 series forms.

Report: Upon conclusion of coordination, research, outreach, and field survey efforts, Kimley-Horn will produce an ASR that follows Caltrans formats and guidelines. The ASR will include a summary of the records search results, Native American outreach, brief historic and ethnographic background sections, description of field methodology, results of the survey, and necessary maps. This scope includes up to two updates to the ASR based upon Caltrans comments.

Exclusions:

- Extended Phase I archaeological testing
- Phase II excavation

Historic Resources Evaluation Report

Kimley-Horn will prepare a Historic Resources Evaluation Report (HRER) for the proposed undertaking pursuant to Section 106 of the NHPA, NEPA, and CEQA. The report will be completed pursuant to Caltrans guidelines and formats. All efforts will be completed by, or under the supervision of, a cultural resource professional that meets the United States Secretary of the Interior's Professional Qualifications Standards for Archaeology and Architectural History. Tasks will include:

Research: Kimley-Horn will utilize the research results from the ASR. Kimley-Horn will conduct additional research of the built environment to identify any historic-age built environment resources in the APE (e.g., reviewing property records). Kimley-Horn will an additional review of scholarly literature to develop the Historical Overview section of the HRER.

Field Survey: Kimley-Horn assumes that the survey for the HRER will be conducted concurrently with the survey for the ASR. All identified historic resources will be recorded utilizing CA DPR 523 series forms. This scope also accounts for the evaluation of recorded historic resources for eligibility for listing in the California Register of Historical Resources (CRHR) and National Register of Historic Places (NRHP).

Report: Kimley-Horn will produce an HRER that follows Caltrans formats and guidelines. The HRER will include a summary of the

research results, historical overview, results of the survey, description of historic resources, evaluations, and necessary maps. This scope includes up to two updates to the HRER based upon Caltrans comments.

Historic Property Survey Report

Upon completion of the APE, ASR, and HRER, Kimley-Horn will prepare a short-format Historic Property Survey Report (HPSR) form following Caltrans formats and guidelines. The report will outline the findings made for and within the ASR and HRER. The document also provides evidence of coordination with Native American groups, local government, and other interested persons and organizations. The final drafts of the APE, ASR, and HRER will be attached as appendices.

Exclusions:

- Consultation with the State Historic Preservation Officer (SHPO),
- Support of formal government-to-government consultation with Native American Tribes. All outreach to Tribes outlined in the scope is for the purposes of gathering information for the report and does not constitute consultation required under AB52 (CEQA, as amended) or Section 106 of the NHPA,
- Environmentally Sensitive Area Action Plan.
- Finding of Effect
- Secretary of the Interior's Standards for the Treatment of Historic Properties Action Plan

NEPA Documentation

This scope also assumes Caltrans will prepare the NEPA Categorical Exclusion pursuant to Section 23 USC 326, 23 CFR 771 activity (c)(23). Kimley-Horn will prepare a Draft Environmental Commitments Record (ECR), if necessary, which will be submitted to Caltrans for review and approval. Should any of the studies identify the need to prepare the Environmental Assessment, a separate scope and fee will be provided to the City to complete that effort.

Task 4.2. California Environmental Quality Act (CEQA) Documentation

Kimley-Horn will complete a CEQA Categorical Exemption and supporting memorandum to obtain environmental clearance for the Project. This scope anticipates that the Project would have no impacts on the environment, and it would qualify for a Categorical Exemption under State CEQA Guideline Section 15301(c) Existing Facilities. This Section applies to existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities for the purpose of public safety, and other alterations such as the addition of bicycle facilities, including but not limited to, bicycle parking, bicycle-share facilities and bicycle lanes, transit improvements such as bus lanes, pedestrian crossings, street trees, and other similar alterations that do not create additional automobile lanes.

This scope assumes that a Categorical Exemption will be sufficient for CEQA approval and negate the need to prepare an Initial Study/Mitigated Negative Declaration (IS/MND).

Task 4.3. Technical Study Work Program (Optional Task)

Kimley-Horn does not anticipate that additional technical reports will be required for the Project. If, however, after review of the PES form, Caltrans does require additional technical reports, we are ready to prepare technical studies in conformance with NEPA, pertinent Federal Highway Administration (FHWA) regulations, Caltrans' Environmental Handbook, and CEQA. If this task is required, we will coordinate with Caltrans staff to formalize the specific content and format requirements for each study. We will work with the City to provide a subsequent scope and fee at our then-hourly rates for preparation any such documentation.

HISTORIC PROPERTY SURVEY REPORT (HPSR) AND ARCHAEOLOGICAL SURVEY REPORT (ASR)

The Kimley-Horn team would provide a complete scope for preparation of an HPSR and ASR should it be requested by the PQS. Due to the highly disturbed nature of the Project site, past use as agricultural land, post-1985 development, and minimal ground disturbance required for the Project, it is not anticipated that these services would be required. However, if requested by Caltrans, the HPSR and ASR would document the methods and results of a cultural resources investigation, including the on-site survey and records search in a formal report.

VISUAL ASSESSMENT MEMORANDUM

The Project occurs within a highly urbanized environment and would be designed to be consistent with the existing visual environment and community sensitivity to the Project is anticipated to be low. To make sure impacts to the visual environment fall within appropriate Caltrans guidelines, Kimley-Horn will prepare the Caltrans' Questionnaire to Determine Visual Impact Assessment (VIA) Level. While we do not anticipate the need for additional documentation beyond that contained in the PES form, Caltrans may request a memorandum briefly discussing the existing visual setting, sensitive receptors, and analysis of changes to the visual environment as compared to baseline conditions.

TASK 5: UTILITY COORDINATION

The Kimley-Horn team will coordinate with utility owners whose facilities may be directly impacted by proposed Project improvements to clear the Project via an approved Right-of-Way Certification (LAPM Exhibit 13-B).

Task 5.1. Utility Location and Facility Mapping

Kimley-Horn will request mapping of overhead and underground utilities (i.e., 'A' Letter) from utility owners as specified by the City. Utility-furnished mapping will be shown in the Project plans. Utility design is not included in this scope of work, but could be provided for additional scope and fee if requested by the City. 'A' Letters will be submitted to utility owners as specified by the City, which are anticipated to include: AT&T, PG&E, Alco Water Service, California Water Service, and Salinas Valley Solid Waste Authority.

Task 5.2. Utility Potholing

Due to the uncertainty of the need for potholing, we have included a budget for 50 pothole locations. Based on the recommended pothole locations identified in the PA&ED phase, a final budget and scope of potholing services will be prepared. Kimley-Horn will coordinate with the City on the final scope and budget prior to commencing potholing services. 2M Engineering will complete all potholing scope tasks as described below.

This scope includes and is limited to the following:

- Mobilization
- Traffic control plans
- Traffic control (10 days)
- Potholing
  - 2-man Hydrovac Crew
  - Backfill with sand and Class II AB
  - Dump fees
  - AC Cold Patch
- Permits and fees (if needed)

Task 5.2.A. Additional Utility Potholing (Optional Task)

Per the RFP, we have included an optional task for an additional 25 pothole locations. Kimley-Horn will coordinate with the City on the final scope and budget prior to commencing additional potholing services.

Task 5.3. Utility Coordination

Upon completion of the 65% PS&E submittal and following positive utility locations by means of potholing, Kimley-Horn will coordinate with utility owners whose facilities may be directly impacted by proposed Project improvements by submitting written notification (i.e., 'B' Letter). We will submit a conflict map and request a claim letter with determination of liability for who is financially responsible for the utility work. We assume up to one (1) field meeting with each utility owner to review and verify impacts to their facilities.

Our team will then prepare draft utility packages, which will require Caltrans review and approval by the District Utility Coordinator since federal funding is involved. The utility packages will consist of the following documents:

- Notice to Owner (LAPM Exhibit 14-D)
- Report of Investigation (LAPM Exhibit 14-E)
- Utility Claim Letter
- Engineer's Cost Estimate for the Utility Work
- FHWA Specific Authorization/Approval of Utility Agreement (LAPM Exhibit 14-C)
- Utility Agreement (LAPM Exhibit 14-F)

Kimley-Horn will provide communication with utility owners to seek resolution to impacted facilities with a relocation plan by their respective owner. Once the City and utility owners agree upon liability and Caltrans has approved the draft utility packages, Kimley-Horn will issue the final utility notifications (i.e., 'C' Letters) in the form of the Notice to Owner (LAPM Exhibit 14-D). We assume that each utility company will be responsible for relocating their facilities to meet the Project schedule.

Upon issuance of the 'C' Letters, the Kimley-Horn team will complete the utility section of the Right-of-Way Certification (LAPM Exhibit 13-B).

TASK DELIVERABLES

- Utility Record Maps and Base Map AutoCAD file (if requested)
- Potholing Results
- Utility coordination 'A,' 'B,' and 'C' Letters with supporting utility packages

TASK 6: RIGHT-OF-WAY AND DETERMINATION

Kimley-Horn will prepare Request for Authorization (RFA) to advance the Project to the Right-of-Way Phase using procedures outlined in the LAPM under **Task 9: Coordination with Caltrans Local Assistance**. We assume no right-of-way impact requiring acquisition, appraisals, or formal temporary construction easements (TCEs) will be required for the Project and therefore excludes any right-of-way coordination under this task. We assume temporary construction access to install the sidewalks adjacent to the private properties will be through property owner coordination and letter agreements.

TASK 7: DESIGN

Task 7.1. Concept Refinement

Kimley-Horn will refine the previously developed conceptual layouts included in the ATP grant application. During concept refinement, options and trade-offs typically considered are variations on the roundabouts' inscribed circle diameter and central island, location of the roundabout, and variations in the approach and departure geometry. Kimley-Horn will evaluate up to three (3) alternatives including different cross section alternatives for Harden Parkway between Main Street and El Dorado Drive. Colored, 2-D concept renderings will depict critical roundabout features and geometric design elements as well as preliminary layouts for the Harden Parkway and McKinnon Street corridors. In addition, the layouts will include color-coded areas identifying landscape opportunities and potential sight line constraints based on estimated sight lines. Project constraints and right-of-way will be identified.

Key features evaluated during this phase typically include:

- Size and location of roundabout relative to right-of-way and geometric constraints
- Potential interim phasing strategies to minimize future construction costs
- Approach and departure alignment
- Local access impacts and circulation
- Design speed, design vehicle, and sight line considerations (Calculations will not be conducted at this phase of concept refinement. Design check calculations will be completed with **Task 7.2. 30% Design/GAD**.)
- Travel paths for bicyclists and pedestrians
- Continuity for pedestrian travel and access to transit facilities

It is assumed that constraints at the Project location, including planned developments, will be identified by the City and provided to Kimley-Horn prior to development of the refined Project concepts. This scope assumes development of one draft concept layout for review by the City. Kimley-Horn will incorporate one (1) set of consolidated, non-conflicting comments into the final concept layout.

Task 7.2. 30% Design/GAD

GEOMETRIC APPROVAL (HORIZONTAL)

This task includes the preparation of preliminary engineering drawings and design check calculations to obtain geometric approval of the refined concept developed under **Task 7.1. Concept Refinement**. Preliminary engineering plans are assumed to extend from N. Main Street to El Dorado Drive along Harden Parkway, from Harden Parkway to E. Alvin Drive along McKinnon Street, and along Westminster Street at the intersections with Tynan Way, Placer Way, Derby Way, Cambridge Court, Hampton Street, and Devonshire Way.

Preliminary engineering drawings will be prepared to identify the horizontal design limits of critical geometric elements such as curb geometry, lane widths, channelization, lane transitions, pavement markings, sightlines, and conform conditions to either the existing street infrastructure or proposed typical street section. The functional area of the roundabout intersection will be defined, and typical sections of each leg, including the roundabout circulatory roadway and central island will be prepared.

We assume the roundabout will be constructed as a single-lane roundabout.

Design checks specific to vehicles navigating roundabout intersections will be calculated and documented in a technical memorandum. Roundabout curb geometry and lane markings will be adjusted to achieve target design values for estimated speeds, design vehicles, and sight lines. If site conditions or other constraints require a deviation from guidance described in NCHRP Report 1043, the deviation will be identified in the technical memorandum along with a description why the deviation is being requested.

The following design checks will be evaluated for vehicles:

- Fastest path estimation for R1 through R5
- Swept path and tire tracking for design vehicles (assume up to two [2] design vehicles)
- Intersection angle of visibility
- Intersection Sight Distance (Assume tc=5.0 seconds)
- Stopping Sight Distance

The design checks and roundabout operations will be summarized and documented in a Roundabout Performance Memorandum that will be submitted to the City with the 30% Design/GAD.

GEOMETRIC APPROVAL (VERTICAL)

Based on the approved horizontal geometry, centerline and curb profiles will be generated to a level sufficient to identify estimated grading of the roadway finished surface and to identify drainage patterns. A preliminary contour plan of the finished surface will be prepared as a design check for drainage, right-of-way, sight line, and driver comfort.

GEOMETRIC APPROVAL DRAWINGS

We assume the specifications will not be prepared at this level. We will prepare an Opinion of Probable Construction Cost (OPCC) for the 30% Design improvements. Kimley-Horn will submit the GAD and design checks to the City for review. Following receipt of one (1) set of consolidated, non-conflicting comments, Kimley-Horn will incorporate City comments into the final GAD, at which time Kimley-Horn will consider the roundabout geometrically approved. After approval, any requests or directions to change the horizontal curb geometry within the functional area of the roundabout will be considered out-of-scope work.

Task 7.3. 60% PS&E

Based on comments received on the 30% Design and roll plots, the 60% Design will be developed. We anticipate the plans will include the sheets below with limited details and vertical design information. The construction detail sheets for the proposed drainage improvements will provide limited vertical design information. Proposed drainage horizontal layout (as needed) will be provided at this design level.

We assume the specifications will not be prepared at this level. We will prepare an OPCC for the proposed improvements.

ASSUMED PS&E PLAN SHEETS (60%, 90%, AND FINAL)

- Title sheet (1)
- General notes (1)
- Typical sections (4)
- Horizontal control (4)
- Demolition plans (4)
- Layout plans (8)
- Roundabout Profiles (4)
- Construction details (12)
- Utility plans (8)
- Drainage plan and profiles (12)
- Signing and striping plans (4)
- Electrical plans and details (4)
- Urban Design plans (8)
- Planting and irrigation plans and details (8)

Total Estimated Sheets: 82

We assume the Contractor will be responsible for stage construction and traffic handling plans, and as such, these sheets are not included in our scope of work.

Plans and specifications will comply with the Americans with Disabilities Act (ADA), City Improvement Standards, Caltrans Highway Design Manual (HDM), and MUTCD.

Task 7.4. 90% PS&E

Based on one (1) set of non-conflicting City review comments with only minor changes to the plans and design, Kimley-Horn will advance the design and plans to the 90% Design level. Kimley-Horn will prepare a response-to-comments matrix for City comments stemming from the 60% review. Significant design or plan changes will be considered additional scope and can be performed for additional fee.

Kimley-Horn will perform a street lighting analysis to determine appropriate lighting levels and locations of proposed and existing street lighting. Street light plans, specifications, and estimates will be included in the PS&E package.

Technical specifications will be developed at this level according to the Caltrans 2024 format. The City will prepare the front-end boilerplate specification, including incorporating Project-specific information (Project name, notice to contractors, estimate, etc). Kimley-Horn will review the front-end boilerplate specifications and coordinate potential modifications with the City prior to compiling the final Project specifications. Technical specifications will be developed using Caltrans special provisions and any City-provided technical specifications. All proposed changes to special provisions will be tracked at the 90% level. Changes will be tracked in the specifications up until the Final PS&E.

Task 7.5. Final/Bid PS&E

Based on one (1) set of non-conflicting City review comments with only minor changes to the plans, Kimley-Horn will advance the design and plans to the Final/Bid Design level. Significant design or plan changes will be considered additional scope and can be performed for additional fee.

All tracked changes in the technical specifications will be accepted, and a clean version will be provided. Final technical specifications will be provided to the City, who will merge them, along with the front-end boilerplate, into the overall final Project specifications.

To comply with ATP Project Reporting, traffic, bicycle, and pedestrian counts must be collected no more than 6 months in advance of the construction contract award or the beginning of the construction phase, and after construction is complete. Kimley-Horn will provide the raw count data to the City. Analysis or evaluation of the data is not included in this scope of services.

TASK DELIVERABLES

- Draft and Final concept layouts
- Draft and Final layout roll plot (30% Design) and Design Check Technical Memorandum for geometric approval
- Preliminary contour plan in PDF and CADD format
- 60% Plans (PDF, two [2] hard copies, 24"x36", bond)
- 60% OPCC (Excel, PDF)
- 90% Plans (PDF, two [2] hard copies, 24"x36", bond)
- 90% OPCC (Excel, PDF)
- 90% Technical Specifications (DOC, PDF)
- Responses to City's review comments on 60% Submittal with return markups
- Final/Signed Plans (PDF, one [1] hard copy, 24"x36", bond)
- Final/Signed Specifications (PDF)
- Final OPCC (PDF)
- Responses to City's review comments on 90% Submittal with return markups
- Raw before and after count data (PDF)

TASK 8: PUBLIC OUTREACH AND STAKEHOLDER COORDINATION

Task 8.1. Stakeholder Coordination

SUBTASK 8.1.1. CITY STAFF DESIGN MEETINGS

Kimley-Horn will conduct focused meetings with City staff to discuss key Project features, corridor segments, and design concerns, and solicit their feedback. This scope of work assumes four (4) in-person meetings over the course of the Project.

SUBTASK 8.1.2. STAKEHOLDER MEETINGS

Kimley-Horn will conduct a series of meetings with affected stakeholders, community groups, and business groups to inform them about the Project and solicit their feedback. This scope assumes the stakeholders will be defined during the Project kick-off meeting. This scope of work assumes up to six (6) meetings over the course of the Project. If conditions dictate, virtual/online format meetings can be accommodated.

SUBTASK 8.1.3. MEETINGS WITH CITY COUNCIL MEMBERS AND CITY COMMISSION GROUPS

In coordination with City staff, Kimley-Horn will prepare for and present an overview of the Project to specific members of the City Council representative(s) for the Project area and relevant City staff and/or City Commissions. This scope assumes the Council members and commissions will be defined during the Project kick-off meeting. These meetings will address the Project scope and schedule, and provide an overview regarding our findings regarding baseline conditions and alternatives. We will solicit feedback about the corridor, which will be used to further identify existing corridor multimodal deficiencies and help define specific Project objectives. This scope of work assumes up to four (4) meetings over the course of the Project. If conditions dictate, virtual/online format meetings can be accommodated.

Task 8.2. Meetings and Coordination

We understand that Kimley-Horn staff will not be required to participate in public outreach events and will prepare outreach material for community engagement lead by City staff through community meetings, school board meetings, Traffic and Transportation Commission meetings, City Council meetings, and social media postings. The material will include one (1) rendering of the roundabout at Harden Parkway and McKinnon Street and artistic cross-sections of the proposed multi-use path, walkways, and other proposed facilities.

COMMUNITY WORKSHOP #1 – *EXISTING CONDITIONS AND CORRIDOR CONCEPT*

Kimley-Horn will prepare for Community Workshop #1 – Existing Conditions and Corridor Concept in coordination with City staff. The purpose of the workshop will be to provide a presentation on the existing conditions and concept improvements, and collect public feedback on issues to consider in refining Project improvements. This feedback will be used during **Task 6.1. Concept Refinement**.

A workshop flyer will be prepared for distribution, emailing to stakeholders and persons on the Project email contact list, and public posting (by City staff).

COMMUNITY WORKSHOP #2 – *PROPOSED PROJECT*

Kimley-Horn will prepare for Community Workshop #2 – Proposed Project in coordination with City staff. The purpose of the workshop will be to provide a presentation on the selected Project features that are included in the 30% Design/GAD which will be designed in the PS&E phase.

A workshop flyer will be prepared for distribution, emailing to stakeholders and persons on the Project email contact list, and public posting (by City staff).

Task 8.3. Traffic Simulation and Renderings

SUBTASK 8.3.1. DATA COLLECTION

This scope of work will build off of the previous ICE prepared for the Project. Kimley-Horn will be entitled to rely on the completeness and accuracy of all information provided by the City. Any additional analysis not included in this scope of work may require an amendment to scope and fee.

The City shall provide all information requested by Kimley-Horn during the Project including, but not limited to, the following:

- Recent/relevant Project area traffic data (i.e., volumes, classifications, speeds, collisions, etc.)
- Forecast traffic data (volume, truck volumes, etc.) in readily useable format for Cumulative Conditions
- Seasonal adjustment factors to convert average daily traffic (ADT) to average annual daily traffic (AADT)

Kimley-Horn will complete a site visit of the Project vicinity to observe existing operations and lane configurations, vehicle storage lengths, existing traffic control,

speed limits, lane utilization, adjacent land uses, and other readily apparent features for the study facilities that are deemed by Kimley-Horn to be relevant to the Scope of Services. Kimley-Horn will coordinate with the City and Salinas Airport to obtain drone videos of the intersection for analysis of existing vehicle movements.

This Scope of Services includes collection of up to three (3) total 48-hour weekday, AM and PM peak-period intersection turning movement counts (2 hours each peak, 8 hours total per intersection).

SUBTASK 8.3.2 TRAFFIC SIMULATION

Kimley-Horn will prepare VISSIM simulations based on the facility traffic data collected under **Task 8.3.1. Data Collection**. We will prepare a VISSIM model for one roadway network including the following intersection:

- Harden Parkway at McKinnon Street (Intersection 1)

Intersection 1 will be evaluated under roundabout control consistent with geometries established as part of the Project's ICE and under a traffic signal control with a road diet corridor alternative. The weekday AM and weekday PM peak-hours will be evaluated.

The simulation will be used to qualitatively evaluate:

1. Vehicle queuing at the study intersections
2. Interactions between pedestrians and vehicles
3. Interactions between cyclists and vehicles

SUBTASK 8.3.3: 3-D ANIMATION

Two (2) 3-D video renderings will be prepared for the study facilities and peak-hours identified in **Task 8.3.1. Data Collection**. The scenarios will feature Intersection 1 under the following intersection control:

- Roundabout
- Traffic Signal

Task 8.4. Project Information and Outreach Materials

The outreach materials required for the aforementioned meetings and coordination tasks are included in this task and are assumed to be the following:

- PowerPoint presentation
- Project fact sheets
- Cross sections
- Meeting handouts
- Graphic poster boards
- Community meeting notice flyers
- Two (2) 3-D Video Renderings

TASK DELIVERABLES

- Community meeting notice flyers (two)
- Public outreach materials for all community, stakeholder and local government meetings, including graphic poster boards (up to 6, 24"x36"), PowerPoint presentations, handouts, and signup and comment sheets
- Summary meeting notes for all community, stakeholder, and local government meetings
- Weekday AM and Weekday PM peak-hour VISSIM simulation video (four [4] total videos, peak 15-minute period per peak-hour, showing corridor)
- Select 3-D VISSIM simulation video showing pedestrian-vehicle and cyclist-vehicle interactions at Intersection 1 (two [2] total videos, showing Intersection 1)
- 3-D Simulation video showing pedestrian-vehicle interactions at Intersection 1

TASK 9: COORDINATION WITH CALTRANS LOCAL ASSISTANCE

Kimley-Horn will support the City in preparing Caltrans documents required by the LAPM and CTC in order to clear the Project for construction. This tasks assumes up to 120 hours of time to complete miscellaneous documents, including: CTC allocation paperwork, LAPM Exhibit 3-A to request authorization for construction funding, LAPM Exhibit 13-B for right-of-way certification, LAPM Exhibit 12-D (PS&E Checklist), and coordination calls and/or meetings with Caltrans or CTC staff. Included in this task is the submittal of documentation necessary to comply with the Design Engineering Evaluation Report (DEER) permitting process. Kimley-Horn will assist the City with preparing the necessary documentation as required by CTC to submit for the Baseline Agreement and RFA for the PS&E phase, ROW phase, and CON phase. Kimley-Horn will also assist the City in with preparing the necessary documentation as required by Caltrans to submit quarterly ATP Project Progress Reports, the Completion Report, and a Final Delivery Report. Time required to complete grant related documents for LAPM compliance or to coordinate with Caltrans for permitting purposes beyond the time identified in this paragraph can be provided for additional scope and fee.

We assume DBE calculations will be required.

TASK DELIVERABLES

- Baseline Agreement and RFA documentation (PDF)
- Assistance with Quarterly Progress Reports, Completion Report, and Final Delivery Report
- Submittal of Caltrans permitting documentation

TASK 10: BIDDING SUPPORT SERVICES

The Kimley-Horn team will provide support to the City during the bidding phase by attending one (1) pre-bid meeting and reviewing and responding to bidders' questions and RFIs. Our scope includes up to 60 hours total of Kimley-Horn staff time.

We assume the bidding support task to occur over 2 months.

TASK 11: DSDC

Task 11.1. DSDC

Kimley-Horn team will coordinate with and provide support to the City during construction. We assume this task to occur over 12 months. The following list of services may be provided as requested by the City. In providing these services, our scope includes up to 200 hours of Kimley-Horn staff. Effort beyond the assumed scope can be provided for an additional scope and fee.

PROJECT MANAGEMENT AND COORDINATION

Kimley-Horn will provide management and coordination of Kimley-Horn and subconsultant staff, including management and review of Consultant team contract and deliverables. We assume coordination with the City will occur through email and teleconference, in addition to the meetings identified below.

PRE-CONSTRUCTION MEETING

Attend the pre-construction meeting (up to two (2) Kimley-Horn staff). We assume the meeting to be conducted in person at the City offices or other location to be determined.

VISITS TO SITE

Kimley-Horn will make Project site visits as directed by the City. Such site visits will not be exhaustive or extend to every aspect of the Contractor's work.

Kimley-Horn will not supervise, direct, or have control over the Contractor's work, nor will Kimley-Horn have authority to stop the Work or have responsibility for the means, methods, techniques, equipment choice and usage, schedules, or procedures of construction selected by the Contractor, for safety programs incident to the Contractor's work, or for any failure of the Contractor to comply with any laws. Kimley-Horn does not guarantee the performance of any Contractor and has no responsibility for the Contractor's failure to perform its work in accordance with the Contract Documents.

CLARIFICATIONS AND INTERPRETATIONS

Kimley-Horn will respond to reasonable and appropriate Contractor requests for information and issue necessary clarifications and interpretations of the Contract Documents. Any orders authorizing variations from the Contract Documents will be made by the City.

SHOP DRAWINGS AND SAMPLES

Kimley-Horn will review and approve or take other appropriate action in respect to Shop Drawings and Samples and other data which the Contractor is required to submit, but only for conformance with the information given in the Contract Documents. Such review and approvals or other action will not extend to means, methods, techniques, equipment choice and usage, schedules, or procedures of construction or to related safety programs.

SUBSTANTIAL COMPLETION

Kimley-Horn will, after notice from the Contractor that it considers the Work ready for its intended use, in company with the City and Contractor, conduct a site visit to determine if the Work is substantially complete. Work will be considered substantially complete following satisfactory completion of all items with the exception of those identified on a final punch list.

FINAL NOTICE OF ACCEPTABILITY OF THE WORK

Kimley-Horn, if requested by the City, will conduct a final site visit to determine if the completed Work of the Contractor is generally in accordance with the Contract Documents and the final punch list. Kimley-Horn will also provide a notice that the Work is generally in accordance with the Contract Documents to the best of Kimley-Horn's knowledge, information, and belief based on the extent of its services and based upon information provided to Kimley-Horn.

LIMITATION OF RESPONSIBILITIES

Kimley-Horn will not be responsible for the acts or omissions of any Contractor, or of any of their subcontractors, suppliers, or of any other individual or entity performing or furnishing the work. Kimley-Horn will not have the authority or responsibility to stop the work of any Contractor.

We assume the City's own forces or a construction management (CM) firm will handle standard construction management, earthwork, and compaction testing. A Resident Engineer (RE) representing the City will oversee the construction. The regular earthwork observation and compaction testing are not in this scope of work.

Task 11.2. Prepare Record Drawings

Based on redline markups of the construction contract drawings provided by the Contractor and RE, Kimley-Horn will prepare record drawings that reflect the actual improvements constructed in the field. The accuracy of the record drawings will be limited by the accuracy and completeness of the redlines provided to Kimley-Horn. We have assumed a total of 100 hours for Kimley-Horn staff time. An electronic PDF of the record drawings will be provided to the City.

CITY OF SALINAS

Harden Parkway Path & Safe Routes to School

			Kimley-Horn and Associates, Inc.														
196.54%	Overhead%	Name	Sean Houck	Hunter Young	Frederik Venter	Sr. Professional IV	Sr. Professional III	Sr. Professional II	Sr. Professional I	Professional III	Professional II	Professional I	Analyst II	Analyst I	Project Support		
195.57%	Overhead% w/o FCCM	Category/Title	Project Manager	QC/QA Manager	Principal-in-Charge											TOTAL HOURS	TOTAL COST
13%	Fee%	Direct Rate	$98.62	$76.94	$137.64	$113.81	$102.49	$92.35	$85.88	$78.73	$66.87	$57.22	$52.51	$47.85	$35.42		
		Billing Rate	$330.34	$257.72	$461.04	$381.22	$343.30	$309.34	$287.67	$263.72	$223.99	$191.67	$175.89	$160.28	$118.64		
Task 1	**Project Management**		**84**	**240**	**24**	**0**	**120**	**48**	**120**	**0**	**156**	**0**	**0**	**0**	**40**	**832**	**$ 230,920.10**
1.1	Project Administration		24								48				40	112	$ 23,425.51
1.2	Coordination and Meetings		48		24			48			96					216	$ 63,272.84
1.3	MST Coordination		12								12					24	$ 6,651.99
1.4	QA/QC			240			120		120							480	$ 137,569.76
Task 2	**Preliminary Engineering Studies**		**48**	**26**	**0**	**0**	**0**	**32**	**30**	**0**	**134**	**215**	**240**	**0**	**0**	**725**	**$ 154,522.56**
2.1	Drainage and Stormwater Analysis		2					20			60	75	100			257	$ 52,250.85
2.2	Urban Design Palate Concepts		2						30			40	60			132	$ 27,510.74
2.3	Geotechnical Services		10	6							10	20				46	$ 10,922.98
2.4	Pavement Assesment		4					12			4		30			50	$ 11,206.09
2.5	Field Visits		30	20							60	80	50			240	$ 52,631.90
Task 3	**Surveys and Mapping**		**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**12**	**30**	**0**	**0**	**0**	**46**	**$ 9,614.01**
3.1	Topographic Survey and Right of Way Mapping		2	2							12	30				46	$ 9,614.01
Task 4	**Environmental Studies and Documentation**		**4**	**0**	**0**	**0**	**0**	**0**	**0**	**92**	**117**	**140**	**0**	**24**	**0**	**377**	**$ 82,470.27**
4.1	**Technical Study Work Program**																$ -
	Traffic Memorandum										4	16					$ 3,962.63
	Noise Technical Memorandum										6	18					$ 4,793.94
	Hazardous Materials Technical Memorandum										5	16					$ 4,186.62
	Section 4(f) Memorandum (De-Minimus)										4	16					$ 3,962.63
	Visual Resources Memorandum										4	20					$ 4,729.29
	Land Use Memorandum										6	16					$ 4,410.61
	Cultural Resources Documentation																$ -
	Area of Potential Effect MAP (APE)									46							$ 12,130.99
	Archeological Survey Report (ASR)										49						$ 10,975.53
	Historic Resources Evaluation Report									46							$ 12,130.99
	Historic Propety Survey Report (HRSR)										39						$ 8,735.63
4.2	CEQA Documentation		4									8		24		36	$ 6,701.43
4.3	Environmental Meetings and Coordination											30				30	$ 5,749.99
Task 5	**Utility Coordination**		**15**	**60**	**0**	**0**	**0**	**0**	**70**	**0**	**125**	**0**	**65**	**0**	**0**	**335**	**$ 79,986.75**
5.1	Utility Location & Facility Mapping		5	20					10		40					75	$ 18,642.43
5.2	Utility Potholing		5	10					10		10		25			60	$ 13,742.74
5.3	Utility Coordination		5	30					50		75		40			200	$ 47,601.58
Task 6	**Right of Way Phase & Determination**		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**$ -**
6.1	Right of Way Phase & Determination															0	$ -
Task 7	**Design**		**130**	**0**	**0**	**0**	**0**	**90**	**120**	**250**	**330**	**490**	**590**	**810**	**0**	**2,810**	**$ 572,669.70**
7.1	Concept Refinement		40								40	50	60	80		270	$ 55,132.41
7.2	30% Design/GAD		20					20	30	30	30	80	80	100		390	$ 81,487.39
7.3	60% PS&E		40					40	50	140	160	200	260	320		1,210	$ 248,083.79
7.4	90% PS&E		20					20	30	60	80	110	140	220		680	$ 136,135.44
7.5	Final/Bid PS&E		10					10	10	20	20	50	50	90		260	$ 51,830.67
Task 8	**Public Information and Outreach**		**46**	**0**	**38**	**20**	**0**	**0**	**0**	**0**	**146**	**120**	**40**	**150**	**0**	**560**	**$ 127,120.08**
8.1	Stakeholder Coordination		14		14						42	20				90	$ 24,320.34
8.2	Community Meetings and Coordination		24		24						24					72	$ 24,369.04
8.3	Traffic Simulation & Renderings		4								40	60		90		194	$ 36,206.20
8.4	Project Information and Outreach Materials		4			20					40	40	40	60		204	$ 42,224.50
Task 9	**Coordination with Caltrans Local Assistance**		**20**	**40**	**0**	**0**	**0**	**0**	**0**	**0**	**60**	**40**	**0**	**0**	**0**	**160**	**$ 38,021.77**
9.1	Coordination with Caltrans Local Assistance		20	40							60	40				160	$ 38,021.77
Task 10	**Bidding Support Services**		**6**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**20**	**0**	**0**	**0**	**0**	**30**	**$ 7,492.74**
10.1	Bidding Support Services		6	4							20					30	$ 7,492.74
Task 11	**Design Support During Construction (DSDC)**		**30**	**40**	**0**	**0**	**0**	**0**	**0**	**0**	**70**	**70**	**90**	**0**	**0**	**300**	**$ 65,145.16**
11.1	DSDC		20	30							50	50	50			200	$ 43,915.80
11.2	Prepare Record Drawings		10	10							20	20	40			100	$ 21,229.35
		TOTAL HOURS	**385**	**412**	**62**	**20**	**120**	**170**	**340**	**342**	**1,170**	**1,105**	**1,025**	**984**	**40**	**6,175**	
		Subtotal Labor:	**$127,181.51**	**$106,181.21**	**$28,584.76**	**$7,624.45**	**$41,196.56**	**$52,587.69**	**$97,806.84**	**$90,191.29**	**$262,068.88**	**$211,791.44**	**$180,286.89**	**$157,715.84**	**$4,745.77**		**$ 1,367,963.14**
	Other Direct Costs																**$ 611,655.08**
	Escalation																$ 124,066.56
	Cultural Resources Records Searches																$ 1,000.00
	Optional Task: Additional City Staff Time																$ 202,500.00
	Travel/Mileage																$ 5,000.00
	Outside Printing																$ 750.00
	Geotechnical Services (All Earth)																$ 40,960.00
	Surveys and Mapping (Whitson)																$ 85,378.52
	Potholing (2M) (50 Locations)																$ 91,000.00
	Optional Task: Additiona Potholing (25 Locations)																$ 48,500.00
	Traffic Counts (ATP Before/After Counts, (3) total 48-hour weekday peak counts)																$ 12,500.00
		TOTAL COST:															**$ 1,979,618.22**