



# **Exhibit A**

## **Supplemental Scope of Work**

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### **SUPPLEMENT DESCRIPTION [New Section]**

*This section is added to provide context of the supplemental services included in this document:*

1. Extended project schedule – the original contract, executed in December 2022, assumed a design schedule of 18-months of active design and 24-months of active construction. The project is currently not envisioned to go to Advertisement until the end of 2027 or early 2028. As such, additional duration is being included for active design services.
2. NE maintenance access and Wall 8 – design efforts to incorporate the maintenance access added to the northeast quadrant of the project and Wall 8. Geotechnical explorations are required along the new Wall 8 alignment so that a more informed slope stability analysis can be conducted to inform wall type selection. Associated geotechnical analysis and modeling will be conducted based on the additional field explorations and the geotechnical report will be updated accordingly.
3. WDFW fishway pre and post inspection – significant earthwork, including blasting and drilling in rock, is required to construct the project. The CONSULTANT team will participate in a pre- and post-construction inspection of the WDFW fishway and document their findings.
4. Additional Wall 7 Geotechnical Explorations – additional geotechnical borings and seismic refraction will be taken along Wall 7 to better map out the depth to rock along the wall alignment. Associated geotechnical analysis and modeling will be conducted based on the additional field explorations and the geotechnical report will be updated accordingly.
5. WSDOT/ADSC Meeting – the CONSULTANT team will prepare and participate in the WSDOT/ADSC meeting to discuss risk mitigation strategies associated with drilling into rock.
6. AASHTO Tenth Edition Updates – the CONSULTANT team will update their geotechnical and structural analyses to comply with the AASHTO LRFD Bridge Design Specifications 10<sup>th</sup> Edition which utilize a risk targeted seismic hazard in-lieu of a uniform hazard.
7. Environmental Process Alignment – there has been a lot of coordination meetings and adjustments to what is needed culturally, from a 4(f) and Section 106 perspective, and from a biological assessment perspective. This supplement adjusts the originally scoped services to align with planned adjustments as of the date of this supplement.

### **DESIGN CODES AND STANDARDS**

*Design Codes and Standards is supplemented as documented within:*

The following design codes will be used to conduct the final design and analysis based on the latest published edition as of the date of this fully executed supplement.

- American Association of State Highway and Transportation Officials (AASHTO) LRFD Bridge Design Specifications, 10<sup>th</sup> Edition.

All other design codes will be per the originally executed agreement.

### **ASSUMPTIONS – OVERALL PROJECT**

*Assumptions for the overall project are supplemented as documented within:*

- Project administration and management were estimated for 42-months of the contract (i.e., 18-months for design and 24-months for construction). Another 42-months of project administration and management are included in this supplement to align with design services being completed by the end of 2027.

- The project design schedule was updated monthly for the first 18-months of the contract. The project design schedule has been, and will be, updated quarterly moving forward resulting in 14 additional updates ahead of construction commencing at the end of 2027.
- Project meetings and coordination were scheduled for the first 18-months of the contract. Another 24-months of project meetings and coordination are included in this supplement to align with construction commencing at the end of 2027. An allowance was made to account for 18-months of non-active work during the design period.
- Wall alignments, site grading, roadway design, and drainage design, will not be changed from what is shown on the May 2025 90% submittal outside of the addition of a rockery in the southwest quadrant of the project site.

## **PART I – GENERAL ACTIVITIES**

### **TASK 10.0 GENERAL ACTIVITIES**

*Task 10 is supplemented as documented within:*

#### **Subtask 10.1 Project Administration and Management [Supplemented]**

*This subtask is being supplemented based on the increase in project duration and level-of-effort to execute supplemental subconsultant agreements. There are no new scope items added to Subtask 10.1.*

#### **Subtask 10.3 Coordination and Meetings [Supplemented]**

*This subtask is being supplemented based on the increase in project duration and participation in meetings and coordination and the following additional meetings:*

- WSDOT/ADSC Meeting: the CONSULTANT team will participate in one meeting. The meeting will have a duration of one (1) hour, be conducted remotely, and include five (5) CONSULTANT team members.
- WDFW Pre and Post Inspections: the CONSULTANT team will conduct an inspection of WDFW's fish passage tunnel both before and after construction. The inspection will include four (4) inspectors and take one complete 10-hour day to complete. Inspection findings will be summarized in a brief memorandum, submitted in draft and final versions, to the AGENCY.

### **TASK 11.0 DOCUMENT DEVELOPMENT**

*Task 11 is supplemented as documented within:*

#### **Subtask 11.1 Project Specifications [Supplemented]**

##### Deliverable(s):

- Updated 90 percent specifications (based on AASHTO LRFD BDS, Tenth Edition)

#### **Subtask 11.2 Engineer's Construction Cost Estimate [Supplemented]**

##### Assumption(s):

- There will be a focused review of the updated 90 percent submittal focusing on changes made to the estimate associated to following the AASHTO LRFD BDS, Tenth Edition.

##### Deliverable(s):

- Updated 90 percent engineer's construction cost estimate
- Updated 90 percent engineer's quantity take-offs
- Response to engineer's construction cost estimate review comments (on the updated 90 percent submittal)

## TASK 12.0 DESIGN SUBMITTAL AND REVIEW

*Task 12 is supplemented as documented within:*

### **Subtask 12.2.1 Updated 90 percent Design Submittal [NEW]**

This subtask documents the level-of-effort with preparation of an updated 90 percent submittal documenting changes to the construction provisions as a result of updated engineering following the Tenth Edition of the AASHTO LRFD BDS. Efforts will include ensuring the appropriate quality control and assurance procedures have been followed and concurrence on disposition of AGENCY comments have been reached.

#### Quality Control

The CONSULTANT shall provide QC reviews for all design work prior to the updated 90 percent submittal to the AGENCY.

#### Compile Submittals

The CONSULTANT shall compile the PS&E and construction schedule with all AGENCY's review comments from the 90 percent submittal addressed.

#### Comments Resolution

The CONSULTANT will provide written responses to all of the AGENCY's review comments that are provided to the CONSULTANT following the updated 90 percent design submittal and participate in a comment resolution meeting. Comment resolution meeting will focus addressing the updated 90 percent submittal comments and open comments from past submittals (if any).

## **PART II – FINAL DESIGN SERVICES**

## TASK 20.0 BRIDGE DESIGN

*Task 20 is supplemented as documented within:*

### **Subtask 20.4 Bridge Design, AASHTO Tenth Edition Updates [NEW]**

The CONSULTANT will update the bridge analysis and calculations conducted under Subtask 20.1 to comply with the Tenth Edition of the AASHTO LRFD BDS. Notable changes were made to the AASHTO seismic design approach whereby the uniform hazard was replaced with a risk targeted hazard. This will change the acceleration response spectrum, which will require the seismic analysis models to be updated, re-ran, and then documented. The bridge drawings developed under Subtask 20.2 will be updated as required based on findings from the updated seismic analysis.

#### Assumption(s)

- Accelerations and displacements will increase from analyses conducted to-date. Anticipated increases will result in a need for nominal changes in detailing, but no fundamental change in the bridge design, layout, or footprint. In the event of a significant finding, the CONSULTANT will bring this to the attention of the AGENCY immediately. A supplement may be required to address the finding.
- Plan modifications will include detailing revisions to the bridge expansion joints, bearings, restrainer blocks, diaphragms, rock anchors, and pier details; see assumed list of drawings requiring revisions.
- Changes to the overall bridge constructability will not be impacted by the Subtask 20.4 findings. If additional constructability concerns are identified, these will be discussed with the AGENCY. If further constructability assessments are desired, a supplement would be required.

#### Deliverable(s)

- Updated 90 percent submittal bridge plans (PDF, 11x17)

- Response to AGENCY comments on the 90 percent submittal bridge plans

## **TASK 21.0 WALL DESIGN**

*Task 21 is supplemented as documented within:*

### **Subtask 21.3 Wall Design, AASHTO Tenth Edition Updates [NEW]**

The CONSULTANT will update the walls analysis and calculations conducted under Subtask 21.1 to comply with the Tenth Edition of the AASHTO LRFD BDS. Notable changes were made to the AASHTO seismic design approach whereby the uniform hazard was replaced with a risk targeted hazard. This will change the seismic ground displacements, which will change the seismic lateral load diagrams used in the design of the wall structures. The wall drawings developed under Subtask 21.2 will be updated as required based on findings from the updated seismic lateral load diagrams.

#### Assumption(s)

- Lateral loading will increase from values utilized in the wall design to-date. Anticipated increases will result in a need for nominal changes in detailing, but no fundamental change in the wall design, layout, or footprint. In the event of a significant finding, the CONSULTANT will bring this to the attention of the AGENCY immediately. A supplement may be required to address the finding.
- Plan modifications will include nominal detailing revisions to the wall plan, profile, and sections; see assumed list of drawings requiring revisions.
- A new wall, Wall 8, will be incorporated into the project. The new Wall 8 is assumed to be a soldier pile wall due to slope stability concerns.
- Changes to the overall wall constructability will not be impacted by the Subtask 21.3 findings. If additional constructability concerns are identified, these will be discussed with the AGENCY. If further constructability assessments are desired, a supplement would be required.

#### Deliverable(s)

- Updated 90 percent submittal wall plans (PDF, 11x17)
- Response to AGENCY comments on the 90 percent submittal wall plans

## **PART IV – GEOTECHNICAL DESIGN SERVICES**

### **TASK 40.0 GEOTECHNICAL ENGINEERING**

*Task 40 is supplemented as documented within:*

#### **Subtask 40.1 General Activities [Supplemented]**

##### Project Management

SUBCONSULTANT (Shannon & Wilson) will provide project management services in alignment with Task 10. Anticipated project management services include:

- Prepare monthly invoices with project progress reports
- Maintain project files with document controls
- Develop subcontractor contracts
- Coordinate site visits; subsurface explorations; laboratory testing; design; and regular project administration between SUBCONSULTANT, the CONSULTANT, and the AGENCY
- Communicate regularly with CONSULTANT regarding observations, conclusions, progress, schedule, and budget

##### Quality Assurance/Quality Control Plan

SUBCONSULTANT will use their in-house QA/QC plan for the geotechnical portion of the scope of work. The QA/QC plan will be available for review upon request.

#### Coordination and Meetings

SUBCONSULTANT will participate via teleconference in the weekly project meetings with the CONSULTANT team. The meetings will last for one hour.

#### Assumption(s)

- Meeting notices, agendas, and minutes will be produced and provided by others.
- SUBCONSULTANT will attend up to 12 weekly project meetings.

#### Deliverable(s)

- Monthly invoices

### **Subtask 40.3 Geotechnical Engineering [Supplemented]**

#### Subtask 40.3.2 Supplemental Explorations and Analysis

To better interpret ground conditions and refine design recommendations, the following supplemental explorations and analyses will be performed:

- Drill six additional borings and conduct four seismic refraction survey lines.
- Perform downhole shear wave velocity testing and geological reconnaissance.
- Refine the top-of-rock contact at Wall 7 through targeted drilling and seismic refraction surveys.
- Revise the analyses and design for Wall 6, which is now proposed to be approximately 250 feet longer than the 60% design.
- Develop design recommendations for Wall 8, a newly introduced fill wall in the 90% design plans.
- Review and update the seismic hazard assessment in accordance with the recently revised ASCE guidelines for seismic evaluation and design.

The additional subsurface explorations will focus on Walls 6, 7, and 8:

- Wall 6: A fill wall extended by approximately 250 feet, requiring updated geotechnical analyses.
- Wall 7: Drilling will be conducted to better define the depth to bedrock.
- Wall 8: A new fill wall approximately 450 feet long and five to 20 feet high located at the crest of a slope, requiring full geotechnical characterization.

For proposed temporary and permanent cut and fill walls, the WSDOT GDM and AASHTO LRFD Bridge Design guidelines require a minimum of one subsurface exploration for each wall less than or equal to 100 feet in length. For walls over 100 feet in length, subsurface explorations are to be spaced 100 to 200 feet along the wall. For anchored walls, additional explorations are required behind the wall spaced at 100 to 200 feet distance. In our opinion, based on the currently proposed project design, the supplemental explorations will fulfil these requirements. Additionally, two Vibrating Wire Piezometers (VWPs) will be installed in two borings to characterize groundwater conditions along Wall 8. Groundwater data are needed for stability analyses.

#### *Field Reconnaissance and Subsurface Exploration - Planning*

SUBCONSULTANT will conduct a field reconnaissance to mark proposed boring locations, coordinate with the geophysicist to identify seismic survey line locations and perform geological reconnaissance of exposed rock outcrops and soil exposures on the slope below Walls 6 and 8. We will prepare a field reconnaissance, exploration, testing, and sampling plan. The plan will include:

- The type, locations, and depths of explorations proposed at the site on a site plan
- Equipment that will be required
- Ground disturbance that may occur and, if required, the temporary erosion and sediment control and site restoration measures we will employ
- Traffic control plan, if needed
- Schedule
- Site-specific health and safety plan

SUBCONSULTANT will coordinate with the AGENCY permit specialist, who will obtain all rights-of-entry, environmental, and other permits required to perform the field reconnaissance, geophysical surveys and drilling. As part of this coordination, SUBCONSULTANT will make one site visit with the AGENCY permit specialist. During this site visit, SUBCONSULTANT will mark exploration locations that will require utility notification/checks. The exploration plan will be reviewed with the CONSULTANT and the AGENCY for agreements.

#### Assumption(s)

- A revised exploration, testing, and sampling plan deliverable will not be required. Comments made by the CONSULTANT and the AGENCY to the plan will be discussed, and those accepted will be incorporated during the field reconnaissance and subsurface exploration efforts.

#### Deliverable(s)

- Subsurface exploration, testing, and sampling plan.

#### *Field Reconnaissance and Subsurface Exploration - Execution*

The proposed field reconnaissance and subsurface explorations are intended to characterize the geology, map soil/rock contacts, and develop an understanding of the subsurface soil and rock properties for final design, plans, specifications, and cost estimating. Based on the understanding of the 90 percent design, and potential design modifications, it's anticipated the field reconnaissance and subsurface explorations will include:

- Field reconnaissance along the alignments of Wall 6 and 8 and of the slope below these walls to document and observe surface geology, rock and soil exposures, topography, landslide scarps, and to identify geotechnical and construction issues for the design.
- Two borings along the Wall No. 7 alignment, to define soil-rock contact. These borings will extend about 50 to 70 feet below ground surface (bgs) to intersect the soil-rock contact and drill at least 10 feet into rock to characterize the rock properties. Mud rotary drilling methods will be used to drill through the soil, and relatively disturbed soil samples will be collected using the Standard Penetration Test. When the boring encounters rock, wireline coring methods will be used to drill the remainder of the boring.
- Four borings along the Wall 8 alignment, to characterize the soil and rock, and develop engineering properties for design. The tallest section of the wall is about 20 feet, and the current design proposes a mechanically stabilized block wall. However, preliminary slope stability analyses indicate a soldier pile wall (or similar) may be required. These borings will extend to 70 feet bgs or at least 10 feet into rock. Mud rotary drilling methods will be used to drill through the soil, and relatively disturbed soil samples will be collected using the Standard Penetration Test. When the boring encounters rock, wireline coring methods will be used to drill the remainder of the boring. To measure the groundwater elevation, VWP's will be installed in two of the borings.
- Install a datalogger to collect relatively continuous groundwater data from the VWP's for approximately one year. In particular, monitor groundwater throughout the fall/ winter/spring wet season.
- Two geophysical survey lines along the alignments of Wall 7 and 8 and two lines from the existing road to the base of the slope below Wall 8. The purposes of these geophysical surveys are to characterize the top of rock and/or top of glacial till contacts, along the alignment between the borings and down the slope

for analysis and design. Seismic refraction survey methods will be used to interpret the soil and rock contacts. The survey down the slope will be partially conducted outside of the right-of-way (assuming right of entry is granted)

- A downhole shear wave velocity test will be conducted in five of the borings (five in total) to develop site classifications for seismic design. The tests will be conducted inside a Slope Indicator inclinometer casing (2.75-inch inside diameter) with a downhole triaxial geophone and seismic source (sledgehammer) at the ground surface.

Field reconnaissance and exploration work will be coordinated with CONSULTANT and AGENCY staff. No field meetings will occur with the CONSULTANT and AGENCY staff except as noted in the Field Reconnaissance and Subsurface Exploration Planning above.

A field representative from SUBCONSULTANT will be on site to observe the drilling; retrieve soil samples and rock cores; and visually classify the soil samples and rock cores in the field. Soil samples and rock cores collected from the borings will be placed in jars and cardboard boxes, respectively, and transported to the SUBCONSULTANT laboratory for testing.

SUBCONSULTANT will conduct geotechnical laboratory tests in general accordance with appropriate ASTM International standards on the soil and rock samples collected from the borings. Anticipated laboratory tests include:

- Visual soil and rock core descriptions
- Moisture content determinations (soil)
- Grain size analyses (soil)
- Atterberg limits (soil)
- Direct shear and unconfined compression tests (rock)

#### Assumption(s)

- SUBCONSULTANT will contact the Underground Utilities Location Center (UULC) (1-800-424-5555) to locate underground utilities prior to drilling.
- The field reconnaissance and borings will be performed during workday hours.
- No grading or road building to access the boring locations is anticipated. Boring locations will be cleaned and restored to the extent practical but will not be restored to pre-exploration conditions.
- Fieldwork is based on a five-day work week schedule. An accelerated schedule may add additional fee.
- SUBCONSULTANT and its subcontractors will have unlimited access to perform the field reconnaissance, conduct geophysical surveys and drill the borings at all times. If access is restricted (e.g., weather delays, forest fires, conflict or delays by property owners, etc.) then standby costs and demobilization/ remobilization costs may be incurred.
- Water for drilling operations will be provided by the AGENCY.
- Drilling equipment will remain on site for the duration of exploration activities.
- No contamination exists in the soil, rock, groundwater, or surface water at the site.
- Excavation spoils can be spread on site in a manner that they will not enter the river.
- Boring location surveying will be performed by others (i.e., Harmsen).
- The drilling and traffic control contractors are subject to prevailing wage / Davis Bacon rates.

#### Deliverable(s)

- Boring logs, geophysical survey results, VWP data laboratory test results will be included in the final Geotechnical Data Report.

#### Subtask 40.3.3 Geotechnical Engineering Analysis and Report Preparation



SUBCONSULTANT will perform geotechnical engineering analyses for the final design, plans, and specifications preparation for the project. Depending on the design modifications that have occurred since the 90 percent design, we will perform geotechnical analyses to review and/or update:

- Wall 7:
  - Geological modeling using proprietary software, Leapfrog to develop a 3D surface of the soil rock contact along the Wall 7 alignment.
- Wall 6 and 8:
  - Geotechnical soil parameters for analyses.
  - Rock mass engineering properties, for use in analyses. Rock mass properties will be used to estimate rock mass strengths.
  - Rock mass characterization for drilled shaft drilling purposes.
  - Fill wall design recommendations for mechanically stabilized earth walls. Depending on the wall type, our analyses will include bearing capacity, lateral earth pressures, lateral resistance, sliding resistance, drainage, and minimum reinforcement lengths. It is assumed one fill wall will be required.
  - Fill wall design recommendations for cantilever soldier pile walls and/or soldier pile and tieback walls. Depending on the wall type, our analyses will include lateral earth pressures, lateral resistance, drainage, pullout capacities, and anchor types. It is assumed one cantilever fill wall will be required.
  - Additional rock and soil slope stability analyses will be performed as needed for the proposed cut and fill walls.
  - Construction recommendations for Walls 6 and 8, including site preparation and grading, fill placement and compaction, temporary cut slopes, temporary shoring earth pressures for shallow utility installations, wet weather earthwork, and instrumentation to monitor the existing bridge during construction.
- Seismic Assessment Update:
  - Update seismic hazard assessment at the site including: liquefaction, lateral spreading, fault rupture, and slope stability based on 2024 AASHTO guidelines.
  - Update geotechnical seismic design parameters for permanent cut walls, fill walls, bridge foundations, and slope stabilization measures.
  - Provide a comparison between the current and updated seismic design parameters and its potential impact on design.

SUBCONSULTANT will prepare two short letter reports documenting the findings of the Wall 7 geological modeling and seismic evaluation update. The analyses outlined above will be incorporated in the Final Geotechnical Engineering Report for the updated 90 percent submittal. The reports will present geotechnical design recommendations from the analyses performed in this task and addresses changes, if any, to the proposed bridge and approach design. Prior to submitting the Final Geotechnical Report, SUBCONSULTANT will review each updated / new geotechnical engineering calculation package, boring log, and report figure and table for conformance with our QA/QC plan. SUBCONSULTANT's QA/QC documentation will be available for review upon request.

#### Assumption(s)

- CONSULTANT will prepare and provide revised topographic profiles parallel to the roadway alignment if they differ from those prepared for the 90 percent design effort. Profiles shall be cut along the southbound and northbound limits of the bridge and centerline of the bridge, and along the face of walls.
- CONSULTANT will prepare and provide topographic cross sections perpendicular to the roadway alignment at 25-foot intervals if they differ from those prepared for the 90 percent design effort.

- Cross sections, profiles, and plan views provided will show existing and proposed ground surface and features, wetlands and wetland buffers, topography, temporary construction limits, and roadway centerline and lane lines. The cross sections and profiles will have equal horizontal and vertical scales.
- 3D geological model will consist of a single 3D surface characterizing the contact between soil and rock/glacial till
- Wall 6 and 8 wall structure design recommendations will be based on AASHTO Load and Resistance Factor Design (LRFD) and will conform to AGENCY and WSDOT design requirements.
- No environmental assessment will be performed to evaluate the potential for contaminated soil or water above, around, or below the project site.
- Natural resources, including wetland mapping, permitting regulations and compliance, and habitat studies will be performed by the CONSULTANT or the AGENCY.
- Archeological studies, if required, will be performed by the AGENCY or ERCI. No special sampling will be required by SUBCONSULTANT in the subsurface explorations for archeological purposes.
- SUBCONSULTANT will attend two 2-hour risk assessment meetings, one with the design team and one with the AGENCY to discuss the impact of the outcomes of the seismic assessment update. Agenda and meeting minutes will be prepared by others.

#### Deliverable(s)

- Draft and final letter describing the updated seismic hazard assessment and design parameters.
- Updated Final Geotechnical Report
- 3D surface of the soil-rock contact in electronic format (AutoCAD DXF and DWG format) accompanied by a draft and final letter describing the geological modeling including limitations on its use.

## **PART VI – PERMITTING AND PLANNING**

### **TASK 60.0 ENVIRONMENTAL DOCUMENTATION AND PERMITTING**

*Task 60 is supplemented as documented within:*

#### **Subtask 60.2 Biological Assessment [Supplemented]**

Review of the Draft BA by WSDOT and FHWA added the following species to the BA for evaluation. Additional effort was required to complete revisions to address the project effects on the newly identified species.

-Suckley Cuckoo Bumblebee  
-Monarch Butterfly

#### **Subtask 60.8 Section 4(f) Evaluation [Revised Task]**

The Individual Section 4(f) Evaluation is revised from the previous scope to reflect updated information from discussions with the AGENCY, WSDOT, FHWA, and local tribes. Recent meetings between the AGENCY and tribes determined that a Traditional Cultural Property (TCP) is not present within the project area, therefore an Individual Section 4(f) Evaluation is no longer required. The existing Granite Falls Bridge 102 is a historically eligible structure and will be evaluated using the ***Programmatic Section 4(f) Evaluation and Approval for FHWA Projects that Necessitate the Use of Historic Bridges***.

The CONSULTANT will prepare a draft and final Section 4(f) report in compliance with WSDOT and FHWA guidance for Section 4(f), including the use of historic bridges. As part of the report, the CONSULTANT will prepare a Granite Falls Bridge Removal Memorandum to evaluate the following alternatives consistent with the requirements of the programmatic 4(f) evaluation:

1. Do nothing.
2. Build a new structure at a different location without affecting the historic integrity of the old bridge, as determined by procedures implementing the NHPA.
3. Rehabilitate the historic bridge without affecting the historic integrity of the structure, as determined by procedures implementing the NHPA.

The evaluation will consider the costs and impacts of keeping the bridge and maintaining it as a serviceable structure. The results of this analysis will be documented in a memorandum and attached to the 4(f) discipline report.

The Section 4(f) report will document the findings of the alternatives for bridge removal and identify appropriate measures to minimize harm as required by the FWHA programmatic evaluation.

Assumption(s)

- There are two potential Section 4(f) resources in the project area: the Granite Falls Bridge 102 and the WDFW Fish Ladder.
- The AGENCY will work with WDFW to obtain a final disposition of recreational features of the WDFW property. If WDFW determines that no recreational features exist and provides a letter documenting this condition, then Section 4(f) will not be applied to this parcel and no further evaluation is required.
- Use of Section 4(f) lands either will meet the criteria for a de minimis impact and the documentation of Washington State's De Minimis Impact Determination Form or the criteria for a programmatic Section 4(f) evaluation for historic bridges.
- It is assumed the Granite Falls Bridge will be removed as part of the project.
- The evaluation of alternatives to rehab or replace the Granite Falls Bridge will be based on previous Type/Size/Location studies performed by the AGENCY. The CONSULTANT will not develop any new options for consideration.

Deliverable(s)

- Draft and final Granite Falls Bridge Removal Memorandum

Draft and final Section 4(f) discipline report, including, using de minimis forms as applicable

## Exhibit B

### DBE Participation Plan

As shown in the table below, subconsultants **Osborn Consulting Inc.**, **Ott-Sakai & Associates**, **Equinox Research and Consulting Inc. (ERCI)**, and vendors **T & T Traffic Control, LLC** and **Western States Soil Conservation, Inc.** are the firms being utilized on the contract to meet the federal DBE requirement of **17%**.

Non-DBE Participation				
Firm Name	Previous Amount	Supplement No. 6 Amount	Total Amount Authorized	% of Total Agreement
WSP [PRIME]	\$2,349,141	\$353,535	\$2,702,676	54.3%
J.A. Brennan & Assoc.	\$373,061	\$25,914	\$398,975	8.0%
Shannon & Wilson	\$696,565	\$278,244	\$973,809	19.5%
Harmsen, LLC	\$15,756	\$12,365	\$28,121	0.6%
<b>Sub-total</b>	<b>\$3,434,523</b>	<b>\$670,058</b>	<b>4,103,581</b>	<b>82.4%</b>

DBE Participation					
Certification Number	Firm Name	Previous Amount	Supplement No. 6 Amount	Total Amount Authorized	% of Total Agreement
D2F0019030	Osborn Consulting Inc.	\$585,254	\$35,582	\$620,836	12.5%
D4M0023226	Ott-Sakai & Associates	\$58,722	-	\$58,722	1.2%
D2F0024050	ERCI	\$62,389	-	\$62,388	1.3%
D3F0024416	T&T Traffic Control, LLC (vendor)	-	\$51,578	\$51,578	1.0%
D2F0028673	Western States Soil Conservation, Inc. (vendor)	-	\$80,108	\$80,108	1.6%
<b>DBE Participation Sub-total</b>		<b>\$706,365</b>	<b>\$167,268</b>	<b>\$873,632</b>	<b>17.6%</b>
<b>Total Contract</b>		<b>\$4,140,888</b>	<b>\$837,327</b>	<b>\$4,977,215</b>	<b>100%</b>

# Exhibit D

## Prime Consultant Cost Computations

### EXHIBIT D - CONSULTANT FEE DETERMINATION

Summary  
10/9/2025

#### TOTAL SALARY COSTS (TSC) FOR WSP

<u>Personnel</u>	<u>Hours</u>		<u>Rate</u>		<u>Cost</u>
1 VICE PRESIDENT/BUSINESS LINE LEADER	2	X	\$ 318.07	= \$	636
2 DIRECTOR, CIVIL ENGINEER	144	X	\$ 294.54	= \$	42,414
3 SR. DIRECTOR, STRUCTURAL ENGINEER	116	X	\$ 318.07	= \$	36,896
4 SR LEAD CONSULTANT, STRUCTURAL ENGINEER	218	X	\$ 241.14	= \$	52,569
5 SR. LEAD CONSULTANT, CIVIL ENGINEER	114	X	\$ 220.59	= \$	25,147
6 LEAD CONSULTANT, CIVIL ENGINEER	504	X	\$ 209.19	= \$	105,432
7 CONSULTANT, STRUCTURAL ENGINEER	183	X	\$ 150.37	= \$	27,518
8 SR. LEAD CONSULTANT, RESIDENT ENGINEER	2	X	\$ 215.47	= \$	431
9 MANAGER, DESIGN SUPPORT	2	X	\$ 174.43	= \$	349
10 LEAD DESIGN SUPPORT SPECIALIST	137	X	\$ 159.03	= \$	21,787
11 LEAD TECHNICAL ENGINEERING SUPPORT SPECIALIST	15	X	\$ 128.27	= \$	1,924
12 SR. CONSULTANT, ENVIRONMENTAL SCIENTIST	63	X	\$ 200.07	= \$	12,604
13 SR. LEAD CONSULTANT, ENVIRONMENTAL	7	X	\$ 196.40	= \$	1,375
14 CONSULTANT, PROJECT ACCOUNTING	56	X	\$ 133.39	= \$	7,470
Total Hours		1,563	Total Salary Costs (TSC) = \$		336,551
Salary Escalation:			5.0% of TSC = \$		16,828
TOTAL PERSONNEL COSTS = \$					353,379

#### DIRECT NONSALARY COSTS (DNSC)

	<u>Qty</u>	<u>Rate</u>		
Mileage	250	\$ 0.625	\$	156
Reproduction			\$	-
Travel (1 night hotel, meals)	0	\$ 300.00	\$	-
<b>TOTAL REIMBURSABLE EXPENSES (DNSC) = \$</b>				<b>156</b>

**TOTAL WSP = \$ 353,535**

#### SUBCONSULTANTS

	DBE		
Osborn	Yes	\$	35,582
JA Brennan		\$	25,914
Shannon & Wilson		\$	278,244
Western States Drilling		\$	80,108
T&T Traffic Control, LLC	Yes	\$	51,578
Harmsen		\$	12,365

**TOTAL Subconsultants = \$ 483,791**

**TOTAL Request = \$ 837,327**

## Fee Schedule

**Consultant: WSP USA, Inc.**

<b>Position Classification</b>	<b>Direct Salary Rate</b>	<b>ICR @138.28%</b>	<b>Profit @29.95%</b>	<b>Max Rate Per Hour</b>
Vice President/Business Line Leader	\$118.58	\$163.97	\$35.51	\$318.07
Senior Director, Structural Engineer	\$118.58	\$163.97	\$35.51	\$318.07
Senior Director, Civil Engineer	\$118.58	\$163.97	\$35.51	\$318.07
Director, QA/QC	\$109.81	\$151.85	\$32.89	\$294.54
Director, Structural Engineer	\$109.81	\$151.85	\$32.89	\$294.54
Director, Civil Engineer	\$109.81	\$151.85	\$32.89	\$294.54
Sr. Lead Consultant, Structural Engineer	\$89.90	\$124.31	\$26.93	\$241.14
Sr. Lead Consultant, Civil Engineer	\$82.24	\$113.72	\$24.63	\$220.59
Lead Consultant, Structural Engineer	\$77.99	\$107.84	\$23.36	\$209.19
Lead Consultant, Civil Engineer	\$77.99	\$107.84	\$23.36	\$209.19
Sr. Consultant, Structural Engineer	\$65.21	\$90.17	\$19.53	\$174.91
Sr. Consultant, Civil Engineer	\$65.21	\$90.17	\$19.53	\$174.91
Consultant, Structural Engineer	\$56.06	\$77.52	\$16.79	\$150.37
Consultant, Civil Engineer	\$59.49	\$82.26	\$17.82	\$159.57
Associate Consultant, Structural Engineer	\$53.77	\$74.35	\$16.10	\$144.23
Associate Consultant, Civil Engineer	\$49.19	\$68.02	\$14.73	\$131.94
Assistant Consultant, Structural Engineer	\$43.47	\$60.11	\$13.02	\$116.60
Assistant Consultant, Civil Engineer	\$43.47	\$60.11	\$13.02	\$116.60
Senior Consultant, Environmental Scientist	\$74.59	\$103.14	\$22.34	\$200.07
Sr. Director, Water Resources Engineer	\$89.90	\$124.31	\$26.93	\$241.14
Manager, Design Support	\$65.03	\$89.92	\$19.48	\$174.43
Lead Consultant, Water Resources Engineer	\$65.21	\$90.17	\$19.53	\$174.91
Consultant, Water Resources Engineer	\$54.91	\$75.93	\$16.45	\$147.29
Biologist	\$66.02	\$91.29	\$19.77	\$177.09
Lead Consultant, Traffic Engineer	\$74.36	\$102.83	\$22.27	\$199.46
Consultant, Traffic Engineer	\$53.77	\$74.35	\$16.10	\$144.23
Sr. Lead Consultant, Environmental	\$73.22	\$101.25	\$21.93	\$196.40
Lead Design Support Specialist	\$59.29	\$81.99	\$17.76	\$159.03
Design Support Specialist	\$42.33	\$58.53	\$12.68	\$113.54
Lead Technical Engineering Support Specialist	\$47.82	\$66.13	\$14.32	\$128.27
Senior Consultant, Resident Engineer	\$80.08	\$110.73	\$23.98	\$214.80
Sr. Lead Consultant, Resident Engineer	\$80.33	\$111.08	\$24.06	\$215.47
Sr. Manager, Project Accounting	\$49.73	\$68.77	\$14.89	\$133.39
Sr. Consultant, Project Accounting	\$49.73	\$68.77	\$14.89	\$133.39
Consultant, Project Accounting	\$49.73	\$68.77	\$14.89	\$133.39
Manager, Contracts	\$49.73	\$68.77	\$14.89	\$133.39
Sr. Consultant, Contracts	\$49.73	\$68.77	\$14.89	\$133.39
Consultant, Contracts	\$49.73	\$68.77	\$14.89	\$133.39
Construction Coordinator	\$40.16	\$55.53	\$12.03	\$107.72

The indirect cost rate (ICR), profit, and max rate per hour listed above are the maximum rates payable under this AGREEMENT. Rates invoiced shall be based on the direct salary of the individual employee plus ICR plus profit and shall not exceed the Max Rate Per Hour for each classification listed in this Exhibit D without prior written consent of the AGENCY.

Subconsultant Services and Other Direct Costs (ODC) will be reimbursed at the Actual Cost to the Consultant with no markup. ODCs are limited to the following items:

Reimbursable Classifications	Rates
Mileage	Current IRS Rate
Outside Vendor Costs	At Cost

Any ODC not included in the above list shall not be eligible for payment without prior written consent of the AGENCY. All reimbursable charges must be necessary for the services provided under this AGREEMENT.



**Washington State  
Department of Transportation**

**Development Division**  
Contract Services Office  
PO Box 47408  
Olympia, WA 98504-7408  
7345 Linderson Way SW  
Tumwater, WA 98501-6504

TTY: 1-800-833-6388  
[www.wsdot.wa.gov](http://www.wsdot.wa.gov)

August 20, 2025

WSP USA, Inc  
One Penn Plaza  
250 West 34<sup>th</sup> Street  
New York, NY 10119

Subject: Acceptance FYE 2024 ICR – CPA Report

Dear Christopher Kidd:

We have accepted your firm's FYE 2024 Indirect Cost Rate (ICR) based on the "Independent CPA Report" prepared by Deloitte & Touche LLP, as follows

- Home: 138.28% of direct labor (including 0.47% FCCM)
- Field: 104.38% of direct labor (including 0.41% FCCM)

This rate will be applicable for WSDOT Agreements and Local Agency Contracts in Washington only. This rate may be subject to additional review if considered necessary by WSDOT. Your ICR must be updated on an annual basis.

Costs billed to agreements/contracts will still be subject to audit of actual costs, based on the terms and conditions of the respective agreement/contract.

This was not a cognizant review. Any other entity contracting with the firm is responsible for determining the acceptability of the ICR.

If you have any questions, feel free to contact our office at (360) 704-6397 or via email [consultantrates@wsdot.wa.gov](mailto:consultantrates@wsdot.wa.gov).

Regards,

  
Schatzie Harvey (Aug 20, 2025 09:34:28 PDT)  
SCHATZIE HARVEY, CPA  
Contract Services Manager

SH: kb



## **Exhibit E**

### **Sub-consultant Cost Computations**

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#### **Fee Schedule**

**Subconsultant: Equinox Research and Consulting Inc.**

The indirect cost rate (ICR), profit, and max rate per hour listed above are the maximum rates payable under this AGREEMENT. Rates invoiced shall be based on the direct salary of the individual employee plus ICR plus profit and shall not exceed the Max Rate Per Hour for each classification listed in this Exhibit E without prior written consent of the AGENCY.

<b>Position Classification</b>	<b>Direct Salary Rate</b>	<b>ICR @141.23%</b>	<b>Profit @29.95%</b>	<b>Max Rate Per Hour</b>
Principal Investigator	\$55.00	\$77.68	\$16.47	\$149.15
Editor/Specialist	\$55.00	\$77.68	\$16.47	\$149.15
Biological Anthropologist	\$45.00	\$63.55	\$13.48	\$122.03
Geoarchaeologist	\$40.00	\$56.49	\$11.98	\$108.47
Senior Archaeologist	\$36.00	\$50.84	\$10.78	\$97.62
Historian	\$32.00	\$45.19	\$9.58	\$86.78
Archaeological Historian	\$31.00	\$43.78	\$9.28	\$84.07
Archaeologist	\$30.00	\$42.37	\$8.99	\$81.35
Archaeological Technician	\$24.00	\$33.90	\$7.19	\$65.08
Intern	\$18.00	\$25.42	\$5.39	\$48.81

Other Direct Costs (ODC) will be reimbursed at the Actual Cost to the subconsultant with no markup. ODCs are limited to the following items:

<b>Reimbursable Classifications</b>	<b>Rates</b>
Mileage	Current IRS Rate
Outside Vendor Costs	At Cost

Any ODC not included in the above list shall not be eligible for payment without prior written consent of the AGENCY. All reimbursable charges must be necessary for the services provided under this AGREEMENT.

Agreement Number: CCF02-22



**Washington State  
Department of Transportation**

**Development Division**  
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PO Box 47408  
Olympia, WA 98504-7408  
7345 Linderson Way SW  
Tumwater, WA 98501-6504

TTY: 1-800-833-6388  
[www.wsdot.wa.gov](http://www.wsdot.wa.gov)

September 30, 2025

Equinox Research & Consulting Inc. (ERCI)  
1229 Cleveland Avenue  
Mount Vernon, WA 98273

Subject: Acceptance FYE 2024 ICR - Risk Assessment Review - Local Agency ONLY

Dear Cat Cummings:

Based on Washington State Department of Transportation's (WSDOT) Risk Assessment review of your Indirect Cost Rate (ICR), we have accepted your proposed FYE 2024 ICR of 141.23%. This rate will be applicable for Local Agency Contracts in Washington only. This rate may be subject to additional review if considered necessary by WSDOT. Your ICR must be updated on an annual basis.

Costs billed to agreements/contracts will still be subject to audit of actual costs, based on the terms and conditions of the respective agreement/contract.

This was not a cognizant review. Any other entity contracting with your firm is responsible for determining the acceptability of the ICR.

If you have any questions, feel free to contact our office at (360) 704-6397 or via email [consultantrates@wsdot.wa.gov](mailto:consultantrates@wsdot.wa.gov).

Regards,

*Schatzie Harvey*

Schatzie Harvey (Sep 30, 2025 08:34:00 PDT)

SCHATZIE HARVEY, CPA  
Contract Services Manager

SH:BJO

Agreement Number: CCF02-22

## Fee Schedule

**Subconsultant: Harmsen, LLC**

<b>Position Classification</b>	<b>Direct Salary Rate</b>	<b>ICR @153.39%</b>	<b>Profit @29.95%</b>	<b>Max Rate Per Hour</b>
Project Accountant	\$40.00	\$61.36	\$11.98	\$113.34
Project Manager	\$37.00	\$56.75	\$11.08	\$104.84
Survey Crew Chief	\$53.50	\$82.06	\$16.02	\$151.59
Survey Chainman	\$34.50	\$52.92	\$10.33	\$97.75
Survey Project Manager	\$55.50	\$85.13	\$16.62	\$157.25
Survey Associate Principal	\$62.00	\$95.10	\$18.57	\$175.67
Survey Principal	\$68.00	\$104.31	\$20.37	\$192.67
Drone Operator	\$55.50	\$85.13	\$16.62	\$157.25
Drafting Technician	\$39.00	\$59.82	\$11.68	\$110.50
Survey Technician	\$50.00	\$76.70	\$14.98	\$141.67

The indirect cost rate (ICR), profit, and max rate per hour listed above are the maximum rates payable under this AGREEMENT. Rates invoiced shall be based on the direct salary of the individual employee plus ICR plus profit and shall not exceed the Max Rate Per Hour for each classification listed in this Exhibit E without prior written consent of the AGENCY.

Other Direct Costs (ODC) will be reimbursed at the Actual Cost to the subconsultant with no markup. ODCs are limited to the following items:

<b>Reimbursable Classifications</b>	<b>Rates</b>
Mileage	Current IRS Rate
Outside Vendor Costs	At Cost

Any ODC not included in the above list shall not be eligible for payment without prior written consent of the AGENCY. All reimbursable charges must be necessary for the services provided under this AGREEMENT.

Agreement Number: CCF02-22

August 13, 2025

Harmsen, LLC  
2822 Colby Ave, Suite 300  
Everett, WA 98201

Subject: Acceptance FYE 2024 ICR – Risk Assessment Review

Dear Hannah Milak:

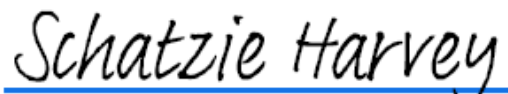
Based on Washington State Department of Transportation's (WSDOT) Risk Assessment review of your Indirect Cost Rate (ICR), we have accepted your proposed FYE 2024 ICR of 153.39% of direct labor (rate includes 0.93% Facilities Capital Cost of Money). This rate will be applicable for WSDOT Agreements and Local Agency Contracts in Washington only. This rate may be subject to additional review if considered necessary by WSDOT. Your ICR must be updated on an annual basis.

Costs billed to agreements/contracts will still be subject to audit of actual costs, based on the terms and conditions of the respective agreement/contract.

This was not a cognizant review. Any other entity contracting with your firm is responsible for determining the acceptability of the ICR.

If you have any questions, feel free to contact our office at (360) 704-6397 or via email [consultantrates@wsdot.wa.gov](mailto:consultantrates@wsdot.wa.gov).

Regards,



[Schatzie Harvey \(Aug 13, 2025 13:22:00 PDT\)](#)

SCHATZIE HARVEY, CPA  
Contract Services Manager

SH: kb

Agreement Number: CCF02-22

## Fee Schedule

**Subconsultant: J.A. Brennan Associates, PLLC**

The indirect cost rate (ICR), profit, and max rate per hour listed above are the maximum rates payable under this AGREEMENT. Rates invoiced shall be based on the direct salary of the individual employee plus ICR plus profit and shall not exceed the Max Rate Per Hour for each classification listed in this Exhibit E without prior written consent of the AGENCY.

Position Classification	Direct Salary Rate	ICR @195.60%	Profit @29.95%	Max Rate Per Hour
Principal	\$75.29	\$147.27	\$22.55	\$245.11
Sr. Landscape Architect	\$48.80	\$95.45	\$14.62	\$158.87
Graphic Designer	\$33.00	\$64.55	\$9.88	\$107.43
Landscape Designer	\$32.50	\$63.57	\$9.73	\$105.80
Landscape Designer/Planner	\$37.10	\$72.57	\$11.11	\$120.78
Accounting/Admin	\$43.00	\$84.12	\$12.88	\$140.00

Other Direct Costs (ODC) will be reimbursed at the Actual Cost to the subconsultant with no markup. ODCs are limited to the following items:

Reimbursable Classifications	Rates
Mileage	Current IRS Rate
Outside Vendor Costs	At Cost

Any ODC not included in the above list shall not be eligible for payment without prior written consent of the AGENCY. All reimbursable charges must be necessary for the services provided under this AGREEMENT.

Agreement Number: CCF02-22



**Washington State  
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Tumwater, WA 98501-6504

TTY: 1-800-833-6388  
[www.wsdot.wa.gov](http://www.wsdot.wa.gov)

August 7, 2025

J.A. Brennan Associates, PLLC  
2701 First Ave, Suite 510  
Seattle, WA 98121

Subject: Acceptance FYE 2024 ICR – Risk Assessment Review

Dear Sarah Yoffe:

Based on Washington State Department of Transportation's (WSDOT) Risk Assessment review of your Indirect Cost Rate (ICR), we have accepted your proposed FYE 2024 ICR of 195.60% of direct labor (rate includes 0.03% Facilities Capital Cost of Money). This rate will be applicable for WSDOT Agreements and Local Agency Contracts in Washington only. This rate may be subject to additional review if considered necessary by WSDOT. Your ICR must be updated on an annual basis.

Costs billed to agreements/contracts will still be subject to audit of actual costs, based on the terms and conditions of the respective agreement/contract.

This was not a cognizant review. Any other entity contracting with your firm is responsible for determining the acceptability of the ICR.

If you have any questions, feel free to contact our office at (360) 704-6397 or via email [consultantrates@wsdot.wa.gov](mailto:consultantrates@wsdot.wa.gov).

Regards,

*Schatzie Harvey*

Schatzie Harvey (Aug 7, 2025 10:54:00 PDT)

SCHATZIE HARVEY, CPA  
Contract Services Manager

SH: BJO

Agreement Number: CCF02-22

## Fee Schedule

### Subconsultant: Osborn Consulting

Position Classification	Direct Salary Rate	ICR @166.02%	Profit @29.95%	Max Rate Per Hour
Principal	\$103.00	\$171.00	\$30.85	\$304.85
Senior QC	\$95.00	\$157.72	\$28.45	\$281.17
Senior Professional	\$88.00	\$146.10	\$26.36	\$260.45
Senior Project Engineer	\$82.78	\$137.43	\$24.79	\$245.00
Senior Engineer	\$75.00	\$124.52	\$22.46	\$221.98
Project Engineer	\$65.89	\$109.38	\$19.73	\$195.00
Design Engineer	\$60.00	\$99.61	\$17.97	\$177.58
EIT	\$45.00	\$74.71	\$13.48	\$133.19
Senior Civil Designer	\$59.13	\$98.16	\$17.71	\$175.00
Civil Technician III	\$43.92	\$72.92	\$13.16	\$130.00
Civil Technician II	\$43.92	\$72.92	\$13.16	\$130.00
Senior Project Accountant	\$47.30	\$78.53	\$14.17	\$140.00
Project Accountant	\$47.00	\$78.03	\$14.08	\$139.11
Technical Editor	\$47.00	\$78.03	\$14.08	\$139.11

The indirect cost rate (ICR), profit, and max rate per hour listed above are the maximum rates payable under this AGREEMENT. Rates invoiced shall be based on the direct salary of the individual employee plus ICR plus profit and shall not exceed the Max Rate Per Hour for each classification listed in this Exhibit E without prior written consent of the AGENCY.

Other Direct Costs (ODC) will be reimbursed at the Actual Cost to the subconsultant with no markup. ODCs are limited to the following items:

Reimbursable Classifications	Rates
Mileage	Current IRS Rate
Outside Vendor Costs	At Cost

Any ODC not included in the above list shall not be eligible for payment without prior written consent of the AGENCY. All reimbursable charges must be necessary for the services provided under this AGREEMENT.

Agreement Number: CCF02-22

August 1, 2025

Osborn Consulting, Inc.  
1800 112<sup>th</sup> Avenue NE, Suite 220E  
Bellevue, WA 98004

Subject: Acceptance FYE 2024 ICR – CPA Report

Dear Megan Isaacks:

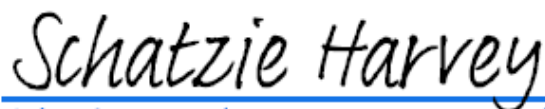
We have accepted your firm's FYE 2024 Indirect Cost Rate (ICR) of 166.02% of direct labor (rate includes 0.16% Facilities Cost of Capital) based on the "Independent CPA Report" prepared by DL Purvine, CPA, PLLC's. This rate will be applicable for WSDOT Agreements and Local Agency Contracts in Washington only. This rate may be subject to additional review if considered necessary by WSDOT. Your ICR must be updated on an annual basis.

Costs billed to agreements/contracts will still be subject to audit of actual costs, based on the terms and conditions of the respective agreement/contract.

This was not a cognizant review. Any other entity contracting with the firm is responsible for determining the acceptability of the ICR.

If you have any questions, feel free to contact our office at (360) 704-6397 or via email [consultantrates@wsdot.wa.gov](mailto:consultantrates@wsdot.wa.gov).

Regards,



Schatzie Harvey (Aug 4, 2025 10:35:51 PDT)  
SCHATZIE HARVEY, CPA  
Contract Services Manager

SH: ah

Agreement Number: CCF02-22



## Fee Schedule

**Subconsultant: Ott-Sakai**

<b>Position Classification</b>	<b>Direct Salary Rate</b>	<b>ICR @93.65%</b>	<b>Profit @29.95%</b>	<b>Max Rate Per Hour</b>
Principal	\$126.00	\$118.00	\$37.74	\$281.74
Senior Construction Specialist	\$104.65	\$98.01	\$31.34	\$234.00
Construction Specialist	\$98.39	\$92.14	\$29.47	\$220.00
Business Manager / CFO	\$90.50	\$84.75	\$27.10	\$202.36
Assistant Contract Administrator	\$62.61	\$58.64	\$18.75	\$140.00
Assistant Contract Administrator 2	\$42.00	\$39.33	\$12.58	\$93.91

The indirect cost rate (ICR), profit, and max rate per hour listed above are the maximum rates payable under this AGREEMENT. Rates invoiced shall be based on the direct salary of the individual employee plus ICR plus profit and shall not exceed the Max Rate Per Hour for each classification listed in this Exhibit E without prior written consent of the AGENCY.

Other Direct Costs (ODC) will be reimbursed at the Actual Cost to the subconsultant with no markup. ODCs are limited to the following items:

<b>Reimbursable Classifications</b>	<b>Rates</b>
Mileage	Current IRS Rate
Outside Vendor Costs	At Cost

Any ODC not included in the above list shall not be eligible for payment without prior written consent of the AGENCY. All reimbursable charges must be necessary for the services provided under this AGREEMENT.

Agreement Number: CCF02-22



**Washington State  
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Olympia, WA 98504-7408  
7345 Linderson Way SW  
Tumwater, WA 98501-6504

TTY: 1-800-833-6388  
[www.wsdot.wa.gov](http://www.wsdot.wa.gov)

June 18, 2025

Ott-Sakai & Associates, LLC  
PO Box 247  
Mountlake Terrace, WA 98043

Subject: Acceptance FYE 2024 ICR – Risk Assessment Review

Dear Kimberly McShea:

Based on Washington State Department of Transportation's (WSDOT) Risk Assessment review of your Indirect Cost Rate (ICR), we have accepted your proposed FYE 2024 ICR of 93.65% of direct labor. This rate will be applicable for WSDOT Agreements and Local Agency Contracts in Washington only. This rate may be subject to additional review if considered necessary by WSDOT. Your ICR must be updated on an annual basis.

Costs billed to agreements/contracts will still be subject to audit of actual costs, based on the terms and conditions of the respective agreement/contract.

This was not a cognizant review. Any other entity contracting with your firm is responsible for determining the acceptability of the ICR.

If you have any questions, feel free to contact our office at (360) 704-6397 or via email [consultantrates@wsdot.wa.gov](mailto:consultantrates@wsdot.wa.gov).

Regards,

*Schatzie Harvey*

Schatzie Harvey (Jun 20, 2025 06:36 PDT)

SCHATZIE HARVEY, CPA  
Contract Services Manager

SH: kb

## Fee Schedule

**Subconsultant: Shannon & Wilson**

<b>Position Classification</b>	<b>Direct Salary Rate</b>	<b>ICR @187.90%</b>	<b>Profit @29.95%</b>	<b>Max Rate Per Hour</b>
Sr. Vice Pres/President (T27/T28/T29)	\$103.77	\$194.98	\$31.08	\$329.83
Vice President (T25)	\$94.15	\$176.91	\$28.20	\$299.26
Sr. Consultant (C22)	\$100.00	\$187.90	\$29.95	\$317.85
Sr. Associate (T23)	\$80.00	\$150.32	\$23.96	\$254.28
Consultant (C20)	\$80.00	\$150.32	\$23.96	\$254.28
Associate (T22)	\$72.10	\$135.48	\$21.59	\$229.17
Sr. Professional II/III (T19/T20)	\$65.06	\$122.25	\$19.49	\$206.79
Sr. Professional I (T18)	\$52.19	\$98.07	\$15.63	\$165.89
Professional III/IV (T16, T17)	\$48.00	\$90.19	\$14.38	\$152.57
Professional I/II (T14, T15)	\$38.46	\$72.27	\$11.52	\$122.25
Instrumentation Specialist S19	\$50.34	\$94.59	\$15.08	\$160.00
Senior Drafter/Technician (S17)	\$51.25	\$96.30	\$15.35	\$162.90
Drafter/Technician IV (S15)	\$41.00	\$77.04	\$12.28	\$130.32
Drafter/Technician I/II/III(S09/S11/S13)	\$33.18	\$62.35	\$9.94	\$105.46
Senior Office Services (A17/A19)	\$44.04	\$82.75	\$13.19	\$139.98
Office Services II/III/IV (A11/A13/A15)	\$32.64	\$61.33	\$9.78	\$103.75
Office Services I (A07/A09/A10)	\$30.00	\$56.37	\$8.99	\$95.36

The indirect cost rate (ICR), profit, and max rate per hour listed above are the maximum rates payable under this AGREEMENT. Rates invoiced shall be based on the direct salary of the individual employee plus ICR plus profit and shall not exceed the Max Rate Per Hour for each classification listed in this Exhibit E without prior written consent of the AGENCY.

Other Direct Costs (ODC) will be reimbursed at the Actual Cost to the subconsultant with no markup. ODCs are limited to the following items:

<b>Reimbursable Classifications</b>	<b>Rates</b>
Mileage	Current IRS Rate
Outside Vendor Costs	At Cost

Any ODC not included in the above list shall not be eligible for payment without prior written consent of the AGENCY. All reimbursable charges must be necessary for the services provided under this AGREEMENT.



**Washington State  
Department of Transportation**

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Tumwater, WA 98501-6504

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[www.wsdot.wa.gov](http://www.wsdot.wa.gov)

July 8, 2025

Shannon & Wilson, Inc  
P.O. Box 300303  
Seattle, WA 98103-9703

Subject: Acceptance FYE 2024 ICR – Cognizant Review

Dear Gary Lunceford:

We have accepted your firm's FYE 2024 Indirect Cost Rate (ICR) of 187.90% (rate includes .47% Facilities Capital Cost of Money) of direct labor based on the "Cognizant Review" from Cordell, Neher and Company, PLLC. This rate will be applicable for WSDOT Agreements and Local Agency Contracts in Washington only. This rate may be subject to additional review if considered necessary by WSDOT. Your ICR must be updated on an annual basis.

Costs billed to agreements/contracts will still be subject to audit of actual costs, based on the terms and conditions of the respective agreement/contract.

Any other entity contracting with your firm is responsible for determining the acceptability of the ICR.

If you have any questions, feel free to contact our office at (360) 704-6397 or via email [consultantrates@wsdot.wa.gov](mailto:consultantrates@wsdot.wa.gov).

Regards,

Schatzie Harvey

Schatzie Harvey (Jul 8, 2025 15:27 PDT)

SCHATZIE HARVEY, CPA  
Contract Services Manager

SH:kb

Agreement Number: CCF02-22