bayer becker engineers
engineers
planners
architects
surveyors

6900 Tylersville Road
mason, OH 45040
P. 513.336.6600
F. 513.336.9365
mason@bayerbecker.com

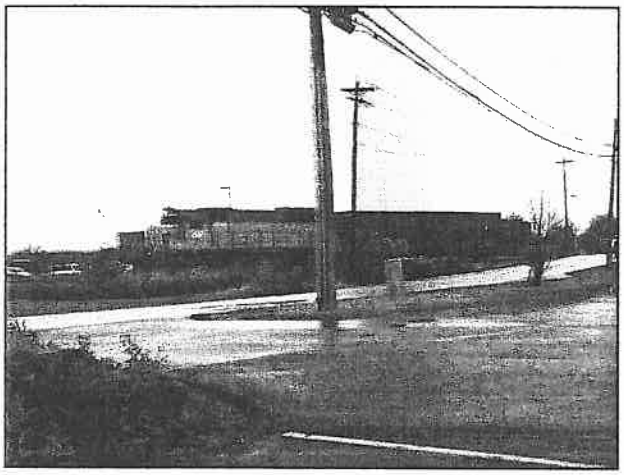
December 3, 2001

Mr. Kurt Seiler, P.E.
City of Mason
Engineering, Building & Planning Department
214 W. Main Street
Mason, Ohio 45040

Re: Western Row Road and Snider Road Proposal

Dear Mr. Seiler,

Bayer Becker Engineers (BBE) is pleased to present our proposal for the Western Row Road and Snider Road project. With four offices locally and over 80 employees, BBE has the time, resources, experience and personnel to complete a project of this nature. There are several design challenges with this project and we are ready for these tasks. For example, the railroad will be an important design issue especially on Western Row Road where there is only 350' from the tracks to the intersection. The bridge east of Snider also has challenges. We have an excellent working relationship with the City on past projects and we look forward to working with the City again.



A train from the I & O Railroad

Consultant Qualification & Proposal Information

1. ***Qualifications of key personnel assigned to the project.*** In order to meet the tight time schedule for this project, BBE intends to use our company's resources as well as the resources from several qualified sub-consultants. Please see the resumes in the attached standard 255 forms. Our most recent project for the City, Mason Montgomery Road, utilized this approach. Our design team shall consist of the following:

Bayer Becker Engineers – Prime Consultant
TEC Engineering, Inc. – Traffic Signal and Lighting Design
G.J. Thelen – Geotechnical Engineering and Construction Inspection
York Valuation – Property Valuation
Preferred Realty Group, Inc. – Property Negotiation

700 Nilles Road
Fairfield, OH 45014

14 East Eighth Street
Covington, KY 41011

6900 Tylersville Road
Mason, OH 45040

777 Eads Pkwy., Suite C
Lawrenceburg, IN 47025

2. ***Similar project history.*** BBE and our sub-consultants are accustomed to projects of this nature where there are tight time constraints and complex design issues. BBE recently completed a 3.5-mile roadway design of Cox Road for the Butler County Engineer's Office. The time constraints were similar to this project. We have several other projects like this job where maintenance of traffic, bridge design, property encroachments or other factors were critical in the overall design of the project. Please see BBE's project experience and our sub-consultant's project experience in the attached standard 255 forms.

3. ***ODOT qualified for general and traffic engineering work.*** Attached please find the qualification letters from ODOT for BBE and our sub-consultants.

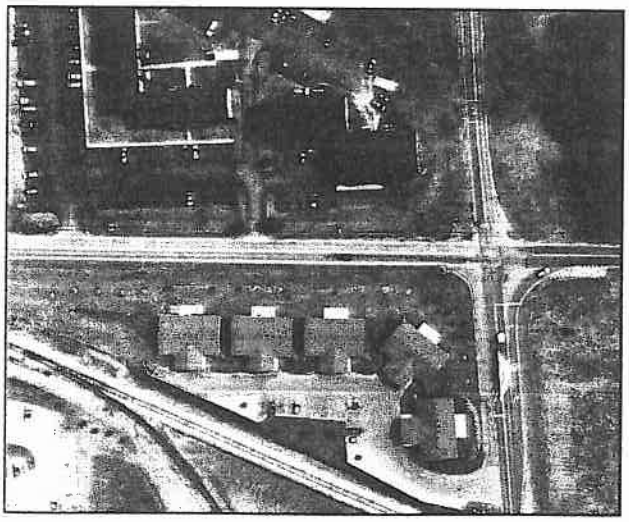
4. ***Current workload and the ability to meet the time schedule.*** The design shall follow the gant chart (attached). We understand that we are also bidding on the U.S. 42 project. We feel that we have enough qualified people at BBE to assign a design team for each. Internally at BBE the project team shall consist of the following with the percentage of time during the design time in parenthesis:

   - *Ray Schork, P.E. – Project Manager, Bridge Design (50%)*
   - *Jeff Glowka, E.I.T. – Assistant Project Manager (50%)*
   - *Bob Bailey, P.E. – Maintenance of Traffic (20%)*
   - *Etta Reed, P.E. – Traffic Control (20%)*
   - *Brian Johnson – Right of Way Plans & Descriptions (20%)*

5. ***Current working relationship with the City.*** We recently completed Mason Montgomery Road for the City and it is our understanding that the City was pleased with our work. In addition, our Mason Office routinely does engineering work on an as needed basis.

6. ***Thorough understanding of the project.*** The limit of the work for this project on Snider Road is 750' north of the intersection and 1100' south of the intersection. This will be just south of the railroad tracks and ending somewhere near the second culvert south of the intersection. The limit of the work on Western Row Road is 500' east and west of the intersection. This will be just west of the railroad tracks and the taper for the widening will begin at the easternmost drive to the Middle School.

   Beginning at the railroad tracks on Snider Road and proceeding south to the intersection, it will be very tight to fit the proposed typical section. The new multifamily buildings on the west side of the road are built close to the road and the widening of the road will encroach upon the landscaping mounds. There is no doubt that the owner of these buildings will want the landscaping mound replaced and with screening and buffering of the roadway. The apartments on the east side of the road are built well below the roadway. There also appears to be a drainage problem or shallow groundwater at the front of



Snider Road north of the intersection

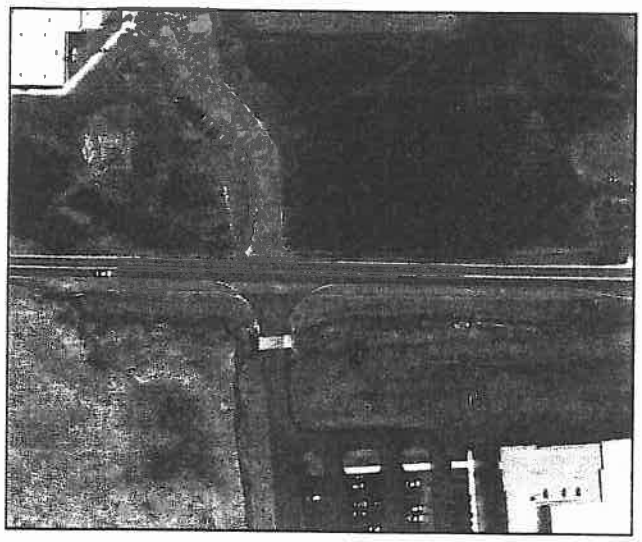
700 Nilles Road
Fairfield, OH 45014

14 East Eighth Street
Covington, KY 41011

6900 Tylersville Road
Mason, OH 45040

777 Eads Pkwy., Suite C
Lawrenceburg, IN 47025

the building. It is conceivable that there will have to be a retaining wall built on the northeast corner of the intersection to keep the construction limits away from the building. With the tightness on the east and west sides of the road we will have to fit the pole line that runs down the both sides of the road. Early coordination with the utility companies will be important to consolidate these lines.

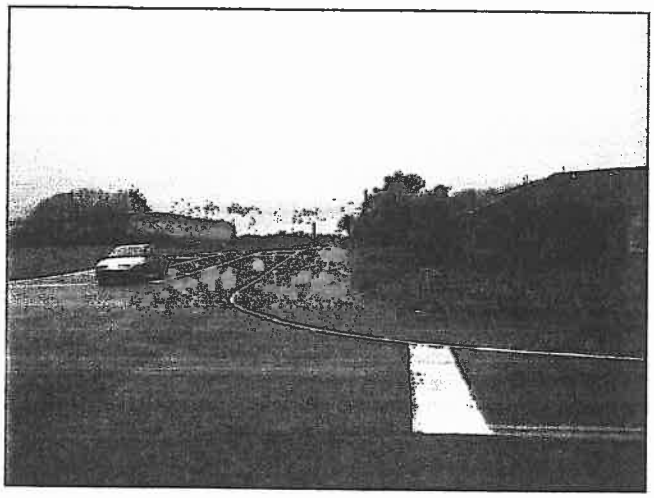


The two culverts at the Middle School Drive

Included in our fee is the submittal of a nationwide 404 permit for the two culverts on Snider Road and the bridge east of Snider Road. The Corps may use discretion and require an individual 404 and in turn a 401 permit will be required which is not included in our fee. This will have to be submitted early so that there will be adequate time to obtain this permit. We could meaner the road or install retaining walls, but this is not in the best interest of the City.

It is understood that the two culverts north and south of the Middle School drive are not part of this submittal and will be bid by the Warren County Engineer.

With the improvements in this area the City may elect to add some right turn lanes into the Middle School and Portion Pac. The busses and trucks at the bottom of the hill can get out of the way of the mainline traffic with the addition of the right turn lanes.



Railroad tracks west of the intersection

On Western Row Road the west of the intersection, the closeness of the railroad tracks will create a design challenge for TEC Engineering. Crossing arms will need to be installed and this will be expensive. It is estimated that this will cost as much as $300,000. The railroad should be involved early to determine costs and planning of this work. The City will have to obtain a permit to go under the railroad tracks for conduits. If the crossing arms ends up to not being an economical option for the City then other measures could be looked at. For example, dual left turn lanes on Western Row Road turning onto northbound Snider may be an option.

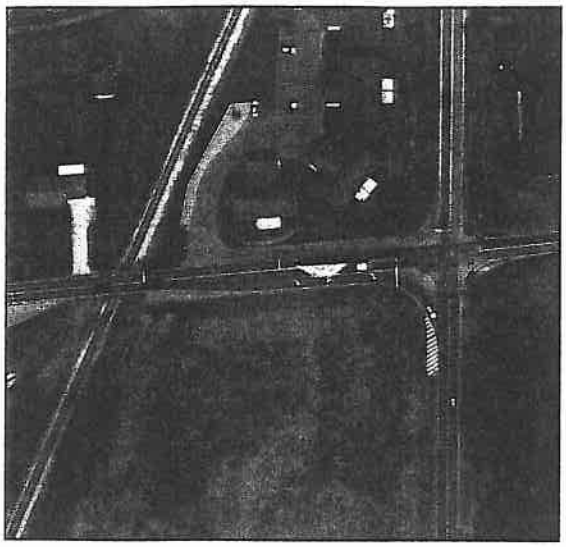
700 Nilles Road
Fairfield, OH 45014

14 East Eighth Street
Covington, KY 41011

6900 Tylersville Road
Mason, OH 45040

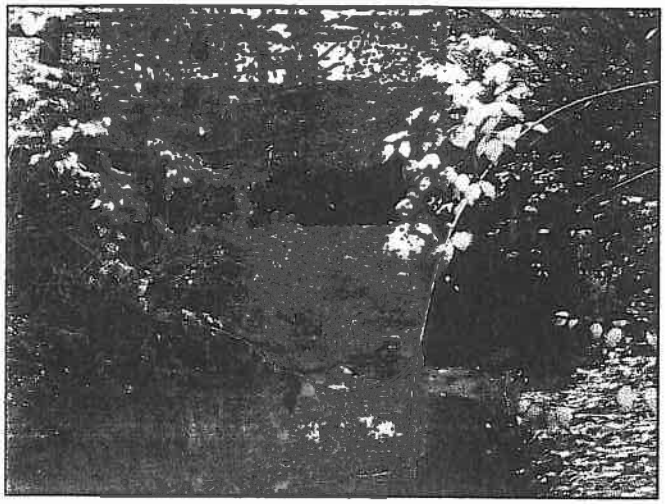
777 Eads Pkwy., Suite C
Lawrenceburg, IN 47025

Once again the closeness of the recently constructed multi-family buildings on the north side of Western Row and the apartment building on the northeast corner of the intersection will be a problem. Combined with this is the closeness of the bridge to the intersection and the need to maintain traffic. The best option is to place the proposed centerline of the road south of the existing centerline. This will help with encroachment issues and it will make maintaining traffic over the bridge much easier.



Western Row West of Snider

East of the intersection is the bridge and judging from the drainage area to the bridge the opening is quite large. Instead of building a new bridge just as big or bigger as the one that is there, there may be a more practical and economical solution. The superstructure could be removed and a pipe or a box culvert installed between the existing wall abutments. Half or full height headwalls could be installed at the ends or the pipe or box culvert. The backfill would consist of low strength mortar or gravel and then the normal roadway would be constructed over the pipe. I would suggest closing Western Row Road east of Snider during the construction of this because it should not take very long for this operation. Several hundreds of thousands of dollars could be saved if the pipe or box culvert is adequate to carry the design flows. The RFP calls for a bridge design and this is the quote that we will provide. If it is determined that the pipe or box culvert option will work, and then the fee for the bridge design may be reduced. The bridge will be part of the overall submittal for the Nationwide 404 permit with the upstream work. If the plan to put the pipe or box culvert in does not work, this site would be a perfect application for a precast three-sided culvert such as a Conspan. The 3-sided precast culvert may also be beneficial if we are not allowed to fill the stream with the pipe or box culvert option. In any event, we will take a close look at all of these issues with the type, size and location stage of the design.



The bridge east of Snider Road

The project will end at the Middle school with turn lanes into the school. We plan to start the taper for the widening at the easternmost drive and the turn lane will be at the school's westernmost drive.

As per the RFP, 20 parcels are assumed in our fee. If the number of parcels is more or less than this then the rate per parcel shall be used to calculate the total cost for appraisal and negotiation.

700 Nilles Road
Fairfield, OH 45014

14 East Eighth Street
Covington, KY 41011

6900 Tylersville Road
Mason, OH 45040

777 Eads Pkwy., Suite C
Lawrenceburg, IN 47025

Technical Design Issues

BBE's work shall include the following:

1. Courthouse research for owner's names, easements, etc.
2. Field survey for existing monumentation, utilities and pavement shots.
3. Title sheet, schematic plan, general notes, general summary, estimated quantities, storm water pollution prevention plan, plan profile sheets at 1"=20' horizontal and 1"=5' vertical, cross section sheets at 1"=5' horizontal and vertical, drive profiles, intersection details, maintenance of traffic plans, traffic control, and right of way plans. *Note that we are bidding right of way plans instead of a dedication plat because it has been our experience that a dedication plat will not work with this many owners.*
4. Legal descriptions for the permanent and temporary takes.
5. Meetings and coordination of the work for the I&O Railroad crossing.
6. Installation of two City of Mason control benchmarks at each end of the project.
7. Attendance at meetings for pre-bid for the construction of the project and the availability to answer questions during the construction of the project.
8. Notification of property owners before we send the field crews on the job.
9. As built plans for utilities only. A mylar hard copy and AutoCAD electronic files will be submitted.
10. Shop drawing and change order review shall be done on a time/material basis as per the standard rates for service (attached).
11. Time to attend, coordinate, announce and notify adjacent property owners for one public input meeting. Exhibits (plotted plans) and handouts (8.5"x11") will be included.
12. Coordination with the City staff for proposed development at the southwest corner of the intersection.
13. Monthly meetings with the City Engineer and a status report.
14. Construction cost estimate.
15. Ten sets of prints maximum for submittals, reviews, etc. Mylars shall be sent to Queen City for bidders to obtain prints.
16. Block retaining wall at the northeast corner of the intersection.
17. Nationwide 404 submittal

BBE's work shall not include the following but can be provided for a separate fee:

1. Staking the permanent right of way takes in the field.
2. Excavation work to determine the depths of utilities in the field. The cost for this work shall be the responsibility of the utility owner.
3. Individual plats for owners. If separate plats are required, this work shall be bid on an as needed basis.
4. Out of office meetings other than the ones mentioned above.
5. Out of pocket expenses such as postage, submittal fees, etc.
6. Provisions for an aerial survey, ground control or an orthophoto. While we have already flown the corridor in anticipation for this project, we have not included a price for this work in our cost.
7. Property litigation.
8. Salvage sections for pavement. Due to the fact that curb and gutter is required, the profile of the road must be lowered so that the back of curb is not higher that the parking areas. Therefore, no salvage sections are anticipated.
9. Landscape and streetscape design services.
10. Individual 404 submittal.

700 Nilles Road
Fairfield, OH 45014

14 East Eighth Street
Covington, KY 41011

6900 Tylersville Road
Mason, OH 45040

777 Eads Pkwy., Suite C
Lawrenceburg, IN 47025

We plan to provide at least three alignment options as part of our design. One revision to the preferred design is also included in our price. After this and once the line, grade & typical is approved any revisions to the horizontal or vertical alignments, the locations of the walk or the bike path, or any other major plan changes will be a negotiated fee for the design work.

We plan to fully cooperate with the utility companies; engineers working on adjacent site plans, etc. to our fullest extent. As you are reading this proposal, I strongly advise that you contact the utility companies now to let them know this project is coming and the anticipated design completion dates. The earlier the utility companies are made aware of the project, the better change we will have to get them to move their utilities. Every effort will be made to inform and update all associated with this project so that it is a success for everyone.

Attached please find the supporting documents for our proposal. Also attached are the proposals from our sub-consultants. The prices of our sub-consultants are qualified in their proposals. Our fee for this work is $78,040 for BBE, $11,334 for TEC, $14,985 for Thelen, $32,500 for York Valuation, and $13,350 for Preferred Realty Group, Inc. for a total of $150,209. We can begin this work immediately upon your authorization to proceed.

Respectfully Submitted,

Robert Garlock

Cc: Ray Schork, P.E., BBE
Tim Bayer, BBE

O:\RAY\OFFICEF\WORDF\255\Proposals\WWR\Wwrproposal.doc

700 Nilles Road
Fairfield, OH 45014

14 East Eighth Street
Covington, KY 41011

6900 Tylersville Road
Mason, OH 45040

777 Eads Pkwy., Suite C
Lawrenceburg, IN 47025