



August 17, 2016

Mr. Robert Priestas, PE
City Engineer
City of Gahanna
200 South Hamilton Road
Gahanna, Ohio 43230

RE: Cost Proposal for West Side Intersection Study

Mr. Priestas:

Attached is our proposal for the West Side Intersection Study. Please feel free to contact me anytime at 614.286.0822 (mobile) if you have comments or questions. We are very pleased and excited to be part of this project.

Sincerely,

John J. Gallagher, PE, PTOE
Director of Traffic & Planning Services

Attachments (1)



West Side Intersection Study

Cost Proposal, v1

August 17, 2016

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6612 Singletree Drive
Columbus, Ohio 43229

CMTRAN.COM

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SCOPE OF SERVICES

WEST SIDE INTERSECTION IMPROVEMENT SAFETY STUDY AND ALTERNATIVE ANALYSIS

In general, this project will provide the City of Gahanna a safety analysis and alternative development/evaluation to address the congestion issues at the Stygler Road / Agler Road / US-62 area and the two intersections these three roadways form. The study will be based on data and analysis performed in the 2015 West Side Transportation Study as well as collected data. The safety analysis, alternative analysis, and all pertinent documents will lead to a preferred alternative to be designed up to Stage 1 plan submission and submitted for MORPC, OPWC, and ODOT HSIP funding in the upcoming round.

This project is broken up into many different components, some of which will be performed concurrently. In general, the data collection and safety analysis will be conducted first. The knowledge gained from the safety analysis will be used to develop four different alternatives which will address the safety and development issues in the area. Some Initial planning of alternatives will be concurrent with the safety analysis. Once safety issues are known, the four alternatives will be developed, analyzed, and evaluated. Their development will include aspects to address the identified safety issues. Then the preferred alternative will be chosen based on City input, public involvement, and evaluation. A safety study will then be completed with the preferred alternative as a recommended countermeasure. Once an alternative is selected, a conceptual design will be produced and funding will be pursued. A Stage 1 design will be produced as an If Authorized task. The details of each of these steps are described below, not necessarily in the order in which they will occur.

The City and CASTO will provide expertise and input on decisions that affect the developability of the area and its economics. Their input will assure that each alternative and the selected alternative protect the existing development health and maximizes the redevelopment potential of the area.

The work will be completed by Carpenter Marty Transportation (CM), CASTO, AMCG, and Lawhon. The following tasks are included in the scope of services to complete this project:

Data Collection

1. Traffic counts will be conducted at the following intersections: Stygler/US-62, Stygler/Agler, Stygler/Amfield, and Agler/Imperial. These counts will be conducted for the AM peak (7:00-9:00 AM) and PM peak (4:00-6:00 PM). The intersections of Imperial/Daventry and Amfield/Moorfield will also be counted for a shorter 1-hour period (7:30-8:30 AM and 4:30-5:30 PM). No access drives will be counted as part of this project. The queue will be counted for any intersection that experiences multicycle backup queues during the AM and PM peaks. The count data will be adjusted based on these queue volumes to account for the unserved demand at each intersection. The count data will also be adjusted for trip generation and volume redistribution for existing facilities and planned development. Link growth factors will be obtained from MORPC.

Growth factors will be applied to count data to estimate 20-year design volumes. Traffic volume plates will be submitted to ODOT to be certified.

2. Existing survey, utility, and aerial photography data will be researched, compiled, and a basemap will be developed.
3. Existing roadway and development plans will be researched, compiled, and added to the basemap.
4. One meeting will be held with CM and the City to gather staff input on planned development/redevelopment, public sensitivities, and other initial concerns/information.
5. Field review and identification of red flags (design, geotechnical, environmental, utility, etc.) will be conducted for the alternatives analysis study limits.
6. One meeting will be held with ODOT, the City, and CM to gather ODOT input on their requirements for this project. Since this project is close to an interstate (one leg of the Stygler/US-62 intersection is comprised of different on/off ramps) and within the L/A right-of-way, we want to confirm that our scope covers any demands ODOT may have of the analysis. This includes certified traffic components, the likelihood of obtaining ODOT HSIP funding, etc.
7. Lawhon and Assoc. (L&A) will conduct planning level environmental work. Please see their attached letter stating their exact scope of work.
8. Data from the 2015 West Side Transportation Study and any information from the City will be utilized wherever possible.
9. CASTO¹ will predict design year redevelopment patterns in conjunction with the City's long range plans. Trip generation for the study will be based on the predicted development plan to develop design year traffic².
10. Crash data for the safety study limits will be obtained using ODOT GCAT for the previous three complete years of data (2013-2015). OH-1 reports for each crash will be reviewed, crash data will be corrected when necessary, and a crash diagram will be developed.

Safety Study

The data collection previously described will be utilized in the safety analysis. It is anticipated that the alternatives development, evaluation, and selection will be performed concurrent with the safety analysis. Many tasks completed in the safety analysis will be used to develop and evaluate the proposed alternatives. Then the alternative selected will be presented in the final safety study to pursue ODOT HSIP funding.

1. The safety study limits will include Stygler Road from 250 feet south of US-62 to 250 feet north of Amfield Court. The study area also includes the length of the turn lanes (or 250

¹ All CASTO work will be dictated by their attached letter which details their scope and fee.

² Data from the 2015 West Side Transportation Study will be utilized where valid.

feet minimum) on the crossroad legs at the intersections within the study limits. Note that the safety study limits are different from the alternative development/evaluation limits.³

2. An initial kick-off meeting will be held with ODOT District 6, the City, and CM to discuss the project. The chances of obtaining safety funding is greatly increased when the ODOT district is involved, potential countermeasures have been vetted with them, and they are on board with the countermeasures being pursued for safety funding. The District and the City will provide any historical crash experience and prior attempts to implement countermeasures, which improves funding potential.
3. A crash analysis that correlates contributing factors to countermeasures will be performed.
4. The location will be visited by two people from CM. Field work will include observing operations, identifying issues, taking measurements, and collecting other information necessary to verify existing conditions, conduct crash analysis, identify/evaluate countermeasures, etc.
5. Prepare an existing conditions diagram⁴. Identify roadway features, signs, traffic control, lane configuration, etc. Previously collected survey and utility information will be utilized.
6. Perform capacity analysis using Synchro (HCS algorithms) to evaluate existing conditions, design year No-Build conditions and design year Build conditions at each study intersection. This will be done to confirm the impact that capacity may have on safety performance. A link capacity analysis will also be performed on US-62 from the freeway ramps to Olde Ridenour Road to determine if additional lanes are necessary.
7. Perform storage lane length analysis for peak movements in the design year at each study intersection, if lanes are necessary.
8. Prepare evaluation of geometrics if necessary.
9. Prepare evaluation of access management along the corridor.
10. Prepare a benefit/cost analysis using the ODOT Economic Crash Analysis Tool (ECAT) for proposed countermeasures.
11. Show conclusions and a list of recommended countermeasures on a conceptual plan. These may be depicted as call outs on a schematic plan or a revised roadway design, if applicable. A scaled aerial map will be used as the base of the concept plan. This conceptual plan will be used to calculate construction costs of the countermeasures. Since the alternative development will be concurrent with the safety study, much of the countermeasure concept plan and cost estimate will be developed during the alternative development and evaluation process.
12. Prepare a formal study report as detailed in the ODOT Traffic Engineering Manual, including the above information, executive summary with statement of purpose,

³ Lower crash rates in these areas eliminate them from safety funding consideration.

⁴ A requirement for an ODOT safety study.

background, possible causes, recommended countermeasures, and associated cost. The safety study will present the preferred alternative that will be pursued for ODOT HSIP funding.

13. The draft safety study will be electronically submitted to the City for review. Any comments received from the City will be addressed and the associated changes to the report and analysis will be made. However, since the City will be coordinated with throughout the process, minor comments will be addressed. An additional conference call is anticipated to discuss the comments. The final report will be submitted electronically to the City.
14. Prepare a one-page summary and funding application for the preferred alternative.

Alternatives Development

1. The alternative development limits will be larger than the safety study limits previously described. The alternative development limits include the following:
 - Stygler Road from 250 feet south of US-62 to 250 feet north of Amfield Court.
 - Agler Road from 250 feet west of Imperial Drive to its eastern limits
 - Amfield Court from Stygler Road to 250 feet east of Moorfield Drive
 - Imperial Drive from Agler Road to 250 feet north of Daventry Lane
2. The following conceptual alternatives will be developed:
 - A. West Gahanna Transportation Study Option 2 – two roundabouts at Imperial/Agler and Stygler/Amfield with the addition of a new through lane in each direction on US-62
 - B. US-62 Super Street
 - C. Additional diverted left turn signalized intersection
 - D. Dual roundabouts at the Stygler intersections with Agler and US-62
 - E. East-west river crossing from Cherry Bottom Road/US-62 intersection to McCutcheon Road⁵
3. Alternatives B, C, and D will likely include aspects if Alternative A when it comes to intersections other than the Stygler intersections with Agler and US 62.
4. Each alternative will be conceptually laid out to an extent that will allow it to be evaluated based on the parameters listed below. Conceptual layouts will include preliminary access based on input from the City.

⁵ This alternative will only be developed and evaluated conceptually. Capacity, safety, etc. will only be evaluated and discussed in a general way and it will not be presented to the public. It is not considered a stand-alone alternative but something potentially provided in addition to the other alternatives being considered here. The evaluation will not be included in the safety or alternatives report but will be documented in a separate, brief memo.

Alternatives Evaluation/Selection

1. Each alternative will be evaluated on the following parameters:
 - Traffic carrying capacity identified through Synchro analysis and visual verification using SimTraffic. Analysis will only be completed for design year volumes. Existing and opening year volumes will not be analyzed as part of this evaluation.
 - Construction costs, which will be estimated using ODOT planning level procedures
 - Redevelopment potential of surrounding land with input from CASTO
 - Fundability
 - Economic vitality identified through expert evaluation
 - Mitigation of existing safety issues identified in the safety study
 - Right of way impacts quantified through layouts of alternatives, deed research when needed, number of parcels impacted, number of relocations needed, impacts on sensitive areas
 - Utility impacts identified through research of utility and past construction plans, OUPS, and survey
 - Pedestrian mobility
 - Public input through a public open house style meeting
2. The evaluation parameters will be organized in a matrix and each parameter will receive a ranking based on importance and a score. The score of each alternative will be compared.
3. Each alternative and its evaluation will be presented at an open house style public meeting. During this meeting questions will be answered and comments will be gathered. The public input and concerns will serve as an additional evaluation parameter for each alternative. A final meeting will be held with CM, the City, and ODOT to choose the preferred alternative.
4. An alternatives evaluation report will be developed to describe each alternative, explain how it was evaluated and scored on the above parameters, and supply any associated analysis reports and calculations used to conduct the evaluation. The draft alternatives evaluation report will be electronically submitted to the City for review. Any comments received from the City will be addressed and necessary changes to the report and analysis will be made. An additional conference call is anticipated to discuss the comments. The final report will be submitted electronically to the City.
5. Once an alternative is selected, an additional public meeting will be held to present the alternative and obtain input specifically on that alternative.

Pursue funding

1. Early on in this project, AMCG will research and determine applicable funding opportunities and their validity. After the preferred alternative is selected, AMCG will

complete and submit all pertinent documents and applications for pursuing through the following funding sources:

- MORPC
 - OPWC
 - Other funding sources determined during research
2. Application and submission for ODOT HSIP funding will be prepared by CM with the previously mentioned safety study tasks.

If Authorized

1. Design level survey and basemapping will be completed if none is available. This will supplement what was already completed during the previous stages of data collection and alternative development /evaluation.
2. The preferred alternative will be designed to ODOT Stage 1 level design, or to which level maximizes funding potential. This level will be determined during funding research and application. The design will follow typical City design procedures and standards.
3. An Interchange Operations Study will be completed if ODOT determines it is necessary.

Services Not Performed

1. Opening day or current day Build LOS analysis

Milestones

Milestones are provided assuming an authorization date of September 6th, 2016. These dates are estimated and may change depending on conditions and results.

Item	Milestone	Est. Date
1.	Data Collection, Environmental Work, Basemap Generally Completed; Begin Alternative Development	October 3, 2016
2.	First Draft of Safety Study Submitted	November 14, 2016
3.	Comments on Safety Study ⁶	November 30, 2016
4.	Draft Alternatives	December 19, 2016
5.	First Public Meeting to Present Alternatives	January 4, 2016
6.	Comments on Alternatives Returned ⁷	January 9, 2016
7.	Alternatives Evaluation Complete and Draft Alternatives Report Submitted; Final Safety Study Submitted	February 6, 2016
8.	Comments on Alternatives Report Received and Preferred Alternative Selected; Bulk of Funding Development Started	February 20, 2016
9.	Second Public Meeting to Refine Preferred Alternative	March 15, 2016
10.	Final Alternatives Report Completed	March 27, 2016
11.	Funding Completed	Dependent on Submission Schedules

⁶ Assume a two-week review by the City

⁷ Assume a three-week review by the City due to holidays. City and public comments on alternatives will be addressed concurrently.

PROJECT: West Side Intersection Improvement

PRIME CONSULTANT

FIRM: Carpenter Marty Transportation

TASK SCOPE OF SERVICE SECTION	CLASSIFICATION & LABOR HOURS													TOTAL HOURS
	PR	PM	SE	E2	E1	P	*	*	*	*	*	*	*	
TASK														
1.0 <u>Data Collection</u>														
1.1 Traffic counts with queue adjustments, trip generation of existing and expected development, MORPC growth obtainment, development of design volumes for 5 alternatives, submission to ODOT for certification (safety study specific data collection is provided in 2.0)	0	8	8	40	40	0	0	0	0	0	0	0	0	96
1.2 Basemap development	0	2	2	0	0	16	0	0	0	0	0	0	0	20
1.3 Field work for red flag summary and documentation	1	4	4	0	8	8	0	0	0	0	0	0	0	25
1.4 Environmental work coordination with Lawhon	1	4	4	0	0	0	0	0	0	0	0	0	0	9
2.0 <u>Safety Study</u>														
2.1 Data collection (specific to safety such as crash data) and analysis	4	20	20	16	32	32	0	0	0	0	0	0	0	124
2.2 Report and report revisions	2	6	4	10	40	0	0	0	0	0	0	0	0	62
2.3 One page summary and funding application	0	2	0	4	8	0	0	0	0	0	0	0	0	14
3.0 <u>Alternative Development</u>														
3.1 Development/Layout of 5 alternatives, given the capacity analysis and constraints identified above	2	4	8	0	16	40	0	0	0	0	0	0	0	70
3.2 Access Planning	0	2	8	0	0	20	0	0	0	0	0	0	0	30
3.3 Redevelopment potential evaluation	0	2	4	0	0	0	0	0	0	0	0	0	0	6
3.4 Capacity Analysis to support intersection layouts	0	4	8	0	40	40	0	0	0	0	0	0	0	92
3.5 Revisions and reanalysis based on City and/or public comments	1	2	4	0	24	24	0	0	0	0	0	0	0	55
4.0 <u>Alternatives Evaluation/Selection</u>														
4.1 Evaluation criteria weighting	0	2	2	0	2	0	0	0	0	0	0	0	0	6
4.2 Cost Estimates	0	2	8	24	48	0	0	0	0	0	0	0	0	82
4.3 Redevelopment potential determination (coordination with CASTO)	0	2	2	0	0	0	0	0	0	0	0	0	0	4
4.4 Valuation of other evaluation criteria (safety, economics, r/w impacts, utility impacts, pedestrian mobility, public input)	0	4	4	0	8	8	0	0	0	0	0	0	0	24
4.5 Report and report revisions	2	4	8	16	24	8	0	0	0	0	0	0	0	62
5.0 <u>Funding</u>														
5.1 Coordination with Amick and time necessary to carry safety funding to a conclusion	2	8	8	0	8	0	0	0	0	0	0	0	0	26
6.0 <u>Meetings (Including Preparation)</u>														
6.1 CM, City, CASTO meeting to obtain data, public issues, land use plans, discuss development, follow up with action items	0	4	0	0	6	6	0	0	0	0	0	0	0	16
6.2 CM, City, Amick, ODOT meeting to discuss ODOT needs/requirements, begin funding discussions	0	4	0	0	6	6	0	0	0	0	0	0	0	16
6.3 CM, City, ODOT safety meeting to discuss history, funding, etc.	0	4	0	0	4	0	0	0	0	0	0	0	0	8
6.4 Public Meeting #1	2	4	8	0	16	40	0	0	0	0	0	0	0	70
6.5 Public Meeting #2	2	4	8	0	16	24	0	0	0	0	0	0	0	54
Total Hours	19	102	122	110	346	272	0	0	0	0	0	0	0	971

EXHIBIT C

1. CITY: Gahanna	2. CIP NO.:	3. DATE: 8/17/2016		
4. NAME OF CONSULTANT: Carpenter Marty Transportation Inc.	5. CONTRACT TITLE: West Side Intersection Improvement			
6. ADDRESS: 6612 Singletree Drive Columbus, OH 43229	7. TYPE OF CONTRACT: Lump Sum Contract			
8. DIRECT LABOR (Specify labor categories):	EST. HRS.	HOURLY RATE	EST. COST	TOTALS
Principal	19	\$65.00	\$1,235.00	
Project Manager	102	\$62.00	\$6,324.00	
Senior Engineer	122	\$50.40	\$6,148.80	
Engineer II	110	\$36.06	\$3,966.60	
Engineer I	346	\$27.88	\$9,646.48	
Planner	272	\$23.08	\$6,277.76	
			\$0.00	
			\$0.00	
			\$0.00	
			\$0.00	
			\$0.00	
DIRECT LABOR TOTAL:	971			\$33,598.64
9. OTHER DIRECT COSTS	RATE	X BASE =	EST. COST	
ODOT OVERHEAD RATE	133.41%	\$33,598.64	\$44,823.95	\$44,823.95
10. OTHER DIRECT COSTS			EST. COST	
a. TRAVEL				
Federal mileage rate and parking	est. miles	500.00	\$275.00	
SUBTOTAL:			\$275.00	
b. EQUIPMENT, MATERIALS, SUPPLIES			EST. COST	
Report Reproduction b/w @ \$0.05 per	1,000 units		\$50.00	
Report Reproduction color @ \$0.25 per	1,000 units		\$250.00	
Public Meeting Notifications (2)			\$250.00	
Public Meeting Materials (boards, etc.)			\$1,000.00	
			\$0.00	
SUBTOTAL:			\$1,550.00	
c. SUBCONTRACTS			EST. COST	
CASTO			\$10,000.00	
Amick Municipal Consulting Group, LLC			\$10,560.00	
Lawhon & Associates, Inc.			\$5,411.00	
			\$0.00	
			\$0.00	
SUBCONTRACTS SUBTOTAL:			\$25,971.00	
d. OTHER (Specify categories)			EST. COST	
OTHER SUBTOTAL:			\$0.00	
e. COST OF MONEY			EST. COST	
ODOT Rate (expressed as a percent)	0.24%	\$33,598.64	\$80.64	
f. OTHER DIRECT COSTS TOTAL:				\$27,876.64
11. TOTAL COST				\$106,299.22
12. FIXED FEE PERCENTAGE AMOUNT		FIXED FEE %:	10.00%	\$8,468.87
Current Average ODOT Overhead Rate (%)	152.06%			
13. IF AUTHORIZED AMOUNT, if applicable				
14. CONTINGENCY SERVICES CONTRACT AMOUNT (IF AUTHORIZED)				\$0.00
15. CONTRACT TOTAL				\$114,768.10

INDIRECT COST RATE APPROVAL CERTIFICATE #060815-SPG-01

Based on ODOT’s audit risk assessment procedures, we have performed a limited review of your company’s cost submission. ODOT hereby approves use of the following rate(s) on contracts that are partially or fully reimbursed using the Actual Costs Plus a Net Fee (cost-plus) method.

Company Name:	CARPENTER MARTY TRANSPORTATION, INC.
Based on Actual Costs Submitted for Fiscal Year End:	December 31, 2014
Effective Date (Approval Date):	June 8, 2015
APPROVAL TYPE:	
<input checked="" type="checkbox"/> Approval granted based on a limited review of your company’s cost submission. ODOT reserves the right to perform a more detailed review. (A revised approval certificate may be issued based on the results of such review.)	
<input type="checkbox"/> Revised. This certificate supersedes Indirect Cost Rate Approval Certificate # _____ (the initial certificate) and is effective retroactive to approval date of the initial certificate.	
Note: All invoices/billings submitted using the rates shown on the initial certificate must be adjusted to reflect the rates approved on this revised indirect cost rate certificate.	

CONCLUSION. The following rates: were accepted as submitted.
 reflect adjustments we made during our review.

Corporate Indirect Cost Rate:	133.21%	Adjustment:	<input type="checkbox"/> N/A	<input checked="" type="checkbox"/> -0.8%
Facilities Capital Cost of Money (FCCM) Rate:	0.24%	Adjustment:	<input checked="" type="checkbox"/> N/A	<input type="checkbox"/> _____%
Overtime Premium Eligible as Direct Cost? (See Note 2.)	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes		

Note 1: The approved rates should be used for billings and cost proposals on contracts funded by the State of Ohio and/or Federal sources, including projects for ODOT and Ohio Local Public Agencies (LPAs). The above rates are based on the most recent cost information your Company submitted to ODOT. As more current cost information becomes available, it must be electronically submitted to the ODOT Office of External Audits via email (ODOT.Cost.Submissions@dot.state.oh.us). Please note that the submission is due no later than **six months** after the close of your Company’s fiscal year (July 1 for all companies with a December 31 fiscal year end). See detailed requirements at <http://www.dot.state.oh.us/Divisions/Finance/Auditing/Pages/Consultants.aspx>. Failure to submit timely may result in the loss of your ODOT prequalification.

Note 2: Treatment of overtime premium is determined based on the company’s policies. Overtime premium must be allocated consistently as either a direct or indirect cost on all contracts, regardless of type, reimbursement method, or individual contract terms. Companies that treat overtime premium as an indirect cost (overhead) must bill/invoice overtime hours at the straight-time pay rate.

Approval Status: *This certificate serves as formal notice that ODOT has approved your company’s indirect cost rate(s) (and FCCM rate, if applicable). ODOT reserves the right to perform a more detailed review or audit at any time. This could involve additional audit procedures through correspondence, audit fieldwork to verify the accuracy of the claimed indirect cost rate(s), and/or a project audit, at ODOT’s discretion.*

Please send a return message to confirm receipt of this certificate. Thank you for your assistance during this process.

Respectfully,

Scot Gormley
 Ohio Department of Transportation
 Division of Finance, Office of External Audits, Mail Stop #2140
 1980 West Broad Street, 4th Floor
 Columbus, Ohio 43223

For ODOT Use Only

Posted to Master Schedule:	<input checked="" type="checkbox"/>
CSS database updated:	<input checked="" type="checkbox"/>
RA Tier:	<input checked="" type="checkbox"/> 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3



Inspired ideas.
Integrated real estate solutions.

August 16, 2017

John Gallagher, PE, PTOE
Carpenter Marty Transportation
6612 Singletree Drive
Columbus, OH 43229

RE: City of Gahanna – Stygler Rd. Redevelopment Analysis

Dear John,

This letter shall memorialize our agreement as to the compensation for my consulting services for the above-referenced report.

My services will including providing input on up to five development alternatives and how each affects redevelopment potential. I will also attend two public meetings to field any development related questions as well as two meeting with the Gahanna Development staff.

My fee will be based on 50 hours of work at a rate of \$200 per hour for a lump-sum total of \$10,000.

I look forward to working with Carpenter Marty and the City of Gahanna on this project.

Thanks,

CASTO PARTNERS LLC



Charlie Fraas



PROJECT UNDERSTANDING

It is the understanding of Amick Municipal Consulting Group, LLC (hereafter AMCG) that the City of Gahanna has retained Carpenter Marty Transportation, Inc. (hereafter CMT) to assist with the development of preliminary engineering plans and specifications for a certain capital improvement project known as the West Side Project. Said project, in general terms, involves the realignment of Agler Road from its current position, whereby a roundabout will be constructed at the intersection of Agler Road and Imperial Drive; Agler Road will be altered to align with Amfield Court; and the currently-existing section of Agler Road, between Imperial Drive and where the subject road dead-ends, will become “Old Agler Road,” a lesser travelled road. As part of the preliminary development services to be offered by CMT, CMT and the City of Gahanna have identified funding assistance offered via the Ohio Public Works Commission as a potential and probable source of funding assistance for the construction phase of the aforementioned project. CMT has requested that AMCG provide a Scope of Services for the performance of work to develop an application to be submitted to the District Three Public Works Integrating Committee in September 2017 (Round 32) for funding consideration under State Capital Improvements Program and/or the Local Transportation Improvements Program.

SCOPE OF SERVICE

The proposal provided herein is for one type of professional service: application development and coordination services; should additional services be needed and warranted, a separate proposal will be provided forthwith, upon request. Services to be rendered under this agreement are detailed more fully below:

1. AMCG will meet with CMT and the City of Gahanna, most likely in or about May 2017, to discuss the subject capital improvements project and to garner a better understanding of work efforts to date.
2. AMCG will collect pertinent information, facts, and figures needed to “make the case” for funding.
3. AMCG will develop the text, figures, and other such information required for the submission of an application to the District Three Public Works Integrating Committee.
4. AMCG will procure crash reports from the Ohio Department of Public Safety for the areas within the geographic boundaries of the proposed project and will analyze said reports for inclusion in the subject application.
5. If applicable and warranted, AMCG will prepare two funding scenarios to be presented in Section Two of the subject application. One funding scenario will be targeted towards the State Capital Improvements Program and one funding scenario will be targeted towards the Local Transportation Improvements Program.
6. AMCG will collect photographs of the project site and will incorporate these photographs into the application materials.
7. AMCG will attend one public meeting, at the direction of the City of Gahanna, to allow the general public an opportunity to comment on the proposed capital improvement project.
8. AMCG will provide an electronic draft copy of the application materials to CMT and the City of Gahanna, prior to the application submission deadline, in order for the City to provide comments and feedback on the application.



9. AMCG will attend one meeting with CMT and the City of Gahanna after the provision of the draft application to review the comments, if any, and to finalize the application.
10. AMCG, at the direction of the City of Gahanna, will collect the necessary signatures for submission of the application.
11. AMCG will produce one original version of the application and will provide said document to CMT or the City of Gahanna for copying purposes.

PROPOSED COMPENSATION

AMCG proposes to provide the above referenced services on an hourly fee basis of one hundred and ten dollars per hour (\$110/hour), not to exceed ten thousand five hundred and sixty dollars (\$10,560.00). AMCG will provide CMT an invoice for services rendered on a monthly basis and payment for said invoices will be due no later than thirty (30) days after receipt of said invoice.



Lawhon & Associates, Inc.

ENVIRONMENTAL CONSULTING AND ENGINEERING SERVICES

Columbus

Cleveland

Dayton

August 10, 2016

John Gallagher, PE, PTOE
 Director of Traffic and Planning Services
 Carpenter Marty Transportation
 6612 Singletree Drive
 Columbus, OH 43229

RE: Gahanna West Side Intersection Improvement Project

Mr. Gallagher:

Lawhon & Associates is pleased to be part of the Gahanna West Side Intersection Improvement Project with Carpenter Marty Transportation and the City of Gahanna. It is our understanding that the Stygler Road/Agler Road/US62 area and the two intersections these three roadways form have been a concern to the City for some time. We hope our specialty in environmental services and clearances will be an asset to your project as you progress through the safety study. Identifying and understanding any potential environmental and cultural resources during the early stages of alternative analysis will help alleviate issues dealing with the NEPA processes further along in the project.

Based upon our understanding of the project and discussions with your team, following is our proposed approach to the environmental "Red Flag" studies for the project.

Project Team

- Susan Daniels, PE – Project Management
- Chantil Milam – Ecological
- Justin Zink – Cultural
- Trevor Berger – ESA

Proposed Tasks:

Cultural Resources "Red Flag" Screening – L&A will review the Ohio State Historic Preservation Office (SHPO) Online GIS database to review any previously identified cultural resources within and directly adjacent to the proposed project limits. A write-up of the cultural resources in the area will be provided, detailing the resources that may be impacted by the project. A map of the SHPO Online GIS database will also be provided.

Ecological "Red Flag" Survey – L&A will conduct a field visit to record any ecological resources within the project area. The ecological team will also be able to visually verify any cultural database items that are found as identified as part of the Cultural Resources "Red Flag" Screening. A write-up of the ecological

resources in the area will be provided, detailing the resources that may be impacted by the project. This task will include coordination with ODNR regarding threatened and endangered species (and USFWS, if necessary). A map of the resources and Shapefiles will be provided.

Environmental Site Assessment (ESA) “Red Flag” Screening – L&A will order a database search and Sanborn maps (if available). L&A will review the database report and conduct fieldwork to identify any known or potential sites of concerns. L&A will prepare a write-up of any known potential ESA issues within the project area.

Project Management – This task includes project set-up, administration, invoicing, progress reporting, and routine project management activities. The L&A Project Manager will also assist Carpenter Marty Transportation in determining any potential environmental impacts per alternative developed.

Fee:

We propose to complete the above services on a lump sum basis, as follows:

Task	Base Services
Cultural Resources “Red Flag” Screening	\$691
Ecological “Red Flag” Survey	\$2,500
ESA “Red Flag” Screening	\$1,243
Project Management	\$977
Totals	\$5,411

Assumptions:

1. It is assumed that Carpenter Marty Transportation will provide access on site for the ecological survey crew and property owners have been notified before L&A’s mobilization.
2. Cost includes one (1) mobilization for the L&A ecological team. Should more than one (1) mobilization be needed, an additional cost proposal will be provided.
3. Carpenter Marty Transportation will provide L&A with .dgn files (or a similar file type) of the alternatives for use in mapping and impact evaluations.

Please let me know if you have any questions.

Sincerely,



Krista Horrocks
Project Manager
Principal Investigator of Archaeology



Thomas. G. Powell, CPG
Senior Project Manager
VP of NEPA Planning