Clark Patterson Lee
DESIGN PROFESSIONALS

January 15, 2016

Alexander Mathes, Jr., CEO
Otsego County Capital Resource Corporation and
Otsego County Industrial Development Agency
189 Main Street
Oneonta, NY 13820

RE: County of Otsego Industrial Development Agency
Rail Yard Study and Economic Development Plan
Proposal for Preliminary Engineering Services

Dear Sandy:

Clark Patterson Lee is pleased to submit our proposal for preliminary engineering services related to the proposed Oneonta Rail Yard Industrial Park, located within the City of Oneonta, New York, along Roundhouse Road. Based on preliminary layouts previously completed in the feasibility study phase, it is our understanding that a portion of Roundhouse Road will be rerouted to the north of the existing road location in order to maximize developable acreage within the proposed Industrial Park. Approximately 9,000 linear feet of roadway will be constructed within the park. A new bridge will also be constructed near Drogen Electric Supply, connecting to River Road on the south side of the Rail Yard and Roundhouse Road on the north side of the Rail Yard.

Scope of Work

The following scope of work is included in our proposal.

Survey and Mapping

We have assumed that a complete topographical survey will be completed by others as part of the MWBE contribution for this project. Clark Patterson Lee will coordinate with the surveyor as required in order to produce base mapping suitable for the design of the proposed improvements. Utility information will be obtained from available utility records and field survey and plotted on the base mapping. All elevations will be based on USGS datum.

We do not anticipate the need for property survey as part of the preliminary design. Highway rights-of-way will be plotted based on record information available from the NYS DOT, Otsego County, and the City of Oneonta. It is anticipated that no easements will be required.

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Preliminary Design (30%)

Preliminary design for the proposed industrial park roadway will include the following:

- Preliminary alignment layout of approximately 9,000 linear feet of roadway, rerouting Roundhouse Roadway as shown on the attached concept plan.
- Preliminary grading and roadside drainage swale design and/or collection system for the roadway only in preparation for approval by the New York State Department of Environmental Conservation (NYSDEC) in relation to stormwater permitting.
- It is anticipated that the water quantity and water quality stormwater requirements for the roadway only will be satisfied with roadside drainage swales and that construction of ponds will not be required.
- Preliminary drainage calculations for the roadway only in order to understand grading impacts and preliminary drainage swale sizing.
- A SWPPP report will not be developed for the preliminary phase.
- Coordination with Norfolk Southern, the City of Oneonta, and Otsego County as required.
- Preliminary plan and profile with roadway alignment, drainage swales, potential grading disturbance limits, and proposed road rights-of-way. The following will be shown on the plans:
    - 1"=20' plans showing (as a minimum) stationed centerlines; roadway geometrics; major drainage features; construction limits; cut and fill limits; and proposed right-of-way lines.
    - profiles, at a scale of 1"=20' horizontal and 1"=5' (maximum) vertical, showing (as a minimum) the vertical datum reference; significant elevations; existing ground line; theoretical grade line; grades; vertical curve data including sight distances; and construction limits.
- Develop cost estimate for roadway based on preliminary design.

Preliminary design for the proposed bridge crossing will include the following:

- CPL will identify the applicable design standards to be used for the project, and will establish project-specific design criteria in accordance with NYSDOT standards.
- CPL will identify and make rudimentary evaluations of potential design alternative concepts (assume three concepts) that would meet the project objectives. These evaluations are not to be carried beyond the point of establishing the feasibility of each concept as a design alternative; only those significant environmental and geometric design constraints that bear on the feasibility will be identified.

- For each concept, we will prepare rudimentary plan, profile, and typical section views which will show:
    - on plan: proposed centerlines; pavement edges; curve radii and termini; and existing ROW limits.
    - on profile: theoretical grade lines; critical clearances; vertical curve data; grades; and touchdown points.
    - on typical section: lane, median, and shoulder widths; ditches; gutters; curbs; and side slopes.
    - where necessary: important existing features.
    - where pertaining to feasibility: significant environmental and geometric design constraints, labeled as such.
- These sketches will include only the minimum information needed to select design alternatives to be studied in further detail.
- We will meet to discuss the concepts, using the sketches as discussion aids to describe the relative order-of-magnitude costs, advantages, disadvantages, and problem areas of each. From these concepts, it is assumed that two will be selected for further development.
- We will further evaluate each design alternative with specific engineering analyses and considerations. Analyses will be conceptual and limited to determining the relative suitability of each design alternative, and will include:
    - design geometry, including the identification and comparison of alignment constraints and (where applicable) justification for creating nonstandard design features, per NYSDOT standards.
    - environmental constraints and potential environmental impact mitigation measures.
    - traffic flow and safety considerations, including signs, signals, and level of service analysis for intersections.
    - pavement.
    - drainage.
    - maintenance responsibility.
    - soil and foundation considerations.
    - utilities.
    - railroads.
    - right-of-way acquisition requirements.
    - accessibility for pedestrians, bicyclists and the disabled.
    - lighting.
    - construction cost factors.
- We will prepare the following drawings for each design alternative analyzed:
    - 1"=20' plans showing (as a minimum) stationed centerlines; roadway geometrics; major drainage features; construction limits; cut and fill limits; and proposed right-of-way acquisition lines.
    - profiles, at a scale of 1"=20' horizontal and 1"=5' (maximum) vertical, showing (as a minimum) the vertical datum reference; significant elevations; existing ground line; theoretical grade line; grades; vertical

curve data including sight distances; critical clearances at structures; centerline stations and equalities; construction limits; and superelevation data.
    - typical sections showing (as a minimum) lane, median, and shoulder widths; ditches; gutters; curbs; and side slopes.
- We will develop, provide, and maintain a cost estimate for each design alternative.

Grant Assistance

Our proposal includes assistance with grant funding, which may include NYS Empire State Development (ESD), US Economic Development Agency (EDA) and the US Department of Transportation TIGER Grants. We will assist in completing the applications required and provide supporting documents, including cost estimates and conceptual/preliminary plans.

Fee Summary

The attached "Otsego Rail Yard Industrial Park Engineering Fee Estimate" provides a detailed breakdown of our proposed Scope of Work for this project, including Phases & Tasks, Man-hours, and Fees. A summary of the proposed Phases and Fees is provided as follows.

Phase	**Fee**
Survey & Mapping	$4,500
Preliminary Engineering	$85,900
Grant Assistance	$5,200
Total	**$95,600**

Items Not Included

Specific items that are not included in our proposed Scope of Work, but may be added for an agreed upon fee include:

- Property surveys or topographical surveys.
- Preparation of SEQR related documents.
- Performing any wetland delineations or floodplain investigations.
- Design work associated with water, sewer, natural gas, electric, and telecommunications.
- Any fees for agency reviews, applications, or permits.
- Geotechnical investigations.
- Preparation of a full NYSDEC SPDES Storm Water Pollution Prevention Plan (SWPPP). This will be part of future design phases.
- Performing cultural resource surveys, traffic studies, or wetland surveys.

We greatly appreciate the opportunity to submit our proposal and welcome the opportunity to assist you with this project. Upon your review, should you have any questions, please contact me at (585) 454-4570 ext. 1108.

Very truly yours,

Clark Patterson Lee

Andrew R. Kosa, P.E.
Sr. Associate

Enclosures

Proposal Accepted By:

Signature:_____ Date: _____
County of Otsego IDA