

RESOLUTION NO. 8-85
CITY OF CENTERVILLE, OHIO

SPONSORED BY COUNCILMAN J.V. Stoue ON THE 15th
DAY OF April, 1985.

A RESOLUTION AUTHORIZING AND DIRECTING THE CITY MANAGER TO ENTER INTO A CONTRACT BY AND BETWEEN THE CITY OF CENTERVILLE, OHIO, AND LOCKWOOD, JONES AND BEALS TO PROVIDE PRELIMINARY ENGINEERING, ANALYZE TRAFFIC CONDITIONS AND DEFINE STREET IMPROVEMENTS TO SOUTH MAIN STREET AND SPRING VALLEY ROAD.

THE MUNICIPALITY OF CENTERVILLE HEREBY RESOLVES:

SECTION 1. That the City Manager is hereby authorized and directed to enter into a Contract by and between the City of Centerville, Ohio and, Lockwood, Jones and Beals, a copy of which is attached hereto as Exhibit "A" and incorporated herein, which Contract provides for preliminary engineering, analyze traffic conditions and define street improvements to South Main Street and Spring Valley Road.

SECTION 2. This Resolution shall take effect at the earliest date allowed by law.

PASSED this 15th day of April, 1985.

Shirley F. Heintz
Mayor of the City of Centerville, Ohio

ATTEST:

Maile J. McLaughlin
Clerk of the Council of the
City of Centerville, Ohio

CERTIFICATE

The undersigned, Clerk of the Council of the City of Centerville, Ohio, hereby certifies the foregoing to be a true and correct copy of Resolution No. 8-85, passed by the Council of the City of Centerville, Ohio, on the 15th day of April, 1985.

Maile J. McLaughlin
Clerk of the Council

Approved as to form, consistency
with existing ordinances, the
charter and constitutional provisions.
Department of Law
Robert N. Farquhar
Municipal Attorney

EXHIBIT "A"

LJB

LOCKWOOD, JONES & BEALS

CIVIL AND STRUCTURAL ENGINEERS

EXECUTIVE EAST BUILDING
1563 East Dorothy Lane • Dayton, Ohio 45429 • (513) 293-8967

March 29, 1985

Karl M. Schab, City Engineer
City of Centerville
100 W. Spring Valley Road
Centerville, Ohio 45459

Subject: Engineering Proposal for Traffic
Analysis and Roadway Improvements
for South Main Street (S.R. 48) and
Spring Valley Road

Dear Mr. Schab:

We are pleased to present this proposal to provide preliminary engineering, analyze traffic conditions and define street improvements to these vital arteries in Centerville. It would be particularly rewarding to me, as a resident, to design the proposed improvements to such an important southern center of our city.

The roadways which would be included in this analysis are South Main Street (S.R. 48), from the Sheehan Road intersection north to Edenhurst Drive, and Spring Valley Road, from the west city limits to the east city limits.

Our staff proposes to make a thorough field and office analysis of the roadway segments in the study area. We would take a minimum of ten machine traffic counts, together with four intersection peak hours turning movement traffic counts at the major intersections. Driveway approaches and other intersections would also be analyzed for need, width and location.

Lockwood, Jones & Beals, Inc., would review the accident data provided by the City of Centerville, and plot this data to establish a graphic accumulative accident report. This graphic accident report would visually identify locations of accidents and the prevalency of accident types. The intention of our final report is to propose such roadway and approach improvement that would greatly reduce these accidents.

Our staff proposes to investigate other factors which we feel are significant to a thorough plan of these arterial roadways. The need for a drainage survey is important to determine the impact of highway modifications on the existing drainage structures, including developing a solution to the drainage problems at Marco Lane. Lockwood, Jones & Beals, Inc., would also prepare critical cross-sections from data gathered by our field crews at locations along the project route which may require innovative solutions, or which may impact existing homes and businesses. We propose to investigate the potential for removing a pipeline "hump" on South Main Street, north of Revere Village, to improve sight distance in this area. We would also propose to review the location of existing traffic signals and investigate the feasibility of respacing traffic signals along South Main Street where necessary to improve traffic flow and roadway accessibility.

MEAD TOWER OFFICE:
Courthouse Plaza N.E.
Dayton, Ohio 45402 • (513) 228-8842

GREATER CINCINNATI OFFICE:
2843 Crescent Springs Road
Covington, Ky., 41017 • (606) 331-1079

Karl M. Schab, City Engineer
City of Centerville
March 29, 1985
Page Two

Our firm would develop preliminary plans of the project by preparing aerial photography at a 1" = 50' exhibit scale. From the aerial photographs and the traffic analysis, we would determine the various roadway laning configurations, access points and frontage road parameters. We would study the need for additional lanage, based on existing and future traffic volumes, including turning movement, volumes and provide for the reduction in accident potential. Clear plastic overlays would be attached to the aerial photographs showing the various highway and access proposals, including signals, turn lanes, access driveways, parallel roads, etc. These plans would be suitable for review by the City Administration, the Council and the general public.

Lockwood, Jones & Beals, Inc., would develop both written and oral narrative reports of this work. The reports would include the various options which were considered, the preferred alternative, the reasons for selection, right-of-way requirements, etc., together with a preliminary construction cost estimate for each of the options. This report would also address dividing the work into logical construction phases, construction schedules and benefits or impacts of staged construction. We would be happy to present our narrative report to Council, and meet with the City Administration at various stages of the project to discuss the design.

Our cost for performing the preliminary engineering phase of the work as outlined in the City of Centerville's letter of March 12, 1985, is \$ 9,028.00. The analysis of engineering the additional factors, including drainage studies, critical cross-sections, signalization review, and vertical sight distance study, requires an additional \$ 2,924.00. If the City believes none or only some of these alternatives are necessary in the preliminary investigation, they can be deleted or modified as necessary.

If awarded this preliminary highway work, Lockwood, Jones & Beals, Inc., would designate John L. Geiger as Principal Project Engineer for the study, assisted by A. Charles Schaffer and Peter Battaglia. Field surveying work would be under the direction of Thomas L. Poliquin.

Our firm could begin work immediately, when given a directive by the City to proceed, and would expect to complete all work on the preliminary engineering phase in 90 to 120 days.

It is difficult to project final engineering costs for projects in exact dollars when the magnitude of the work is uncertain. If both roads were completely widened and upgraded, construction costs could run to a maximum of approximately 1.5 million dollars and engineering fees for such a project could range from 8 to 9 percent of the construction cost.

If the City proposes to begin construction of certain elements in the spring of 1986, key areas include the need for acquisition of right-of-way and the relocation of utilities. Therefore, it is important that a consultant be retained as early as possible to assure that the above restrictions can be overcome.

We would suggest that final drawings be started no later than July 1, 1985, in order that a project be ready for bid on February 28, 1986. Any and all right-of-way requirements would have to be in the City's hands by the first of December to allow for spring 1986 construction.

Karl M. Schab, City Engineer
City of Centerville
March 29, 1985
Page Three

Other time periods required to design additional portions of the work could be developed after a thorough discussion of all the issues by the proposed consultant and the City of Centerville.

We thank you for consideration of our firm in the development of this important street widening program and we look forward to working with you.

Enclosed is additional literature which further explains the background and qualifications of our 70-person firm.

Yours truly,

LOCKWOOD, JONES & BEALS, INC.

A handwritten signature in black ink, appearing to read "John J. Beals". The signature is stylized with a large, looped initial "J" and a long, sweeping underline.

John J. Beals

JJB:sr

Enclosure