

**HAMILTON COUNTY ENGINEER'S**

**SCOPE OF SERVICE**

**1. PROJECT IDENTIFICATION:**

Road Name: OXFORD ROAD Road No: 59

Project No: 500327

**2. PROJECT INFORMATION:**

Limits: From approximately 200' north of Dick Road to approximately 200' south of the Park District's bike trail and horse trail.

Length: Approximately 1500' along the realigned road.

**3. AGREEMENT BETWEEN PROFESSIONAL ENGINEER AND:**

State \_\_\_\_\_ County XX Township \_\_\_\_\_

City \_\_\_\_\_ Other \_\_\_\_\_

**4. METHOD OF FINANCING:**

Engineering: County Road and Bridge funds.

Construction: Undecided at this time.

**5. WORK PHASES INCLUDED IN AGREEMENT:**

**PHASE A Plan Submission:** Line, grade and typical sections on Base Sheets to be used in final plans. Critical cross sections are to be plotted. Potential design problem areas are to be identified.

**PHASE B Plan Submission:** To conform to Phase A recommendations. Final review submission is to include Special General Notes and Specifications and quantities.

**6. PLAN SCALES:**

PLAN: 1" = 20' Min.

PROFILE: Hor. 1" = 20' Min. Vert. 1" = 5' Min.

CROSS SECTIONS: Hor. 1" = 5' Min. Vert. 1" = 5' Min.

**7. JOURNALIZED SPEED LIMIT:**

Road: Oxford Road – 35 mph; Dick Road – 35 mph

**8. TYPICAL SECTIONS/NUMBER OF LANES:**

Two lanes with paved berms or curbs on each side.

Salvage Existing Pavement: \_\_\_\_\_

Curbs: \_\_\_\_\_ Report to Recommend: XX

Type: \_\_\_\_\_

Shoulders/Berms: \_\_\_\_\_ Report to Recommend: \_\_\_\_\_

Type: \_\_\_\_\_

Safety Grading Criteria: \_\_\_\_\_ Partial: \_\_\_\_\_

Guardrail: \_\_\_\_\_ Type: \_\_\_\_\_

Median: \_\_\_\_\_

Clear Zone Grading: \_\_\_\_\_

Fencing: \_\_\_\_\_

Lighting: \_\_\_\_\_

Remarks: Unless otherwise directed by the Engineer, the width of the traveled lanes will be determined by the edge treatment recommended by the Professional Engineer. If curbs are not used, the traveled lane will have a minimum width of twelve (12) feet with an adjacent, paved berm with a minimum width of four (4) feet. If a rolled curb and gutter section is used, the lane width adjacent to the section will have a minimum width of eleven (11) feet; if a vertical curb section is used, the lane width adjacent to the section will have minimum width of twelve (12) feet.

**9. ALIGNMENT:**

Road is to be realigned to avoid area(s) where creek erosion is threatening road, especially in the area of the intersection. See Additional Information Sheet.

**10. PROFILE:**

Profile to be determined by Professional Engineer as required to establish/maintain drainage patterns, meet intersection requirements at Dick Road and/or as required by other design considerations.

**11. SIGNAGE:**

Phase A: \_\_\_\_\_

Phase B: XX

**12. SIGNALS:**

**Existing Signals:**

To be Modified: \_\_\_\_\_ To be Replaced: \_\_\_\_\_

**Proposed (New) Signals:**

Locations: \_\_\_\_\_

Phase A to recommend locations: \_\_\_\_\_

Signal Warrants: \_\_\_\_\_

Phase A: \_\_\_\_\_

Phase B: \_\_\_\_\_

Remarks: Unless otherwise specified by the Engineer, ALL traffic signal improvements shall utilize Light Emitting Diode (LED) signal heads and signal lamp units.

**13. STRIPING:**

Phase A: \_\_\_\_\_

Phase B: XX

Type: Unless otherwise directed by the Engineer, paint is to be used.

**14. DELINEATION:**

Delineators: \_\_\_\_\_

RPMs: \_\_\_\_\_

**15. DRAINAGE:**

Drainage Criteria: State \_\_\_\_\_ County XX Public Works XX

Other \_\_\_\_\_

Phase A Preliminary Plan: XX

Existing: Surface XX Closed \_\_\_\_\_

Proposed: Surface XX Closed XX

Special Flood Hazard Area (SFHA): \_\_\_\_\_

Storm Water Pollution Prevention Plan: \_\_\_\_\_

Flood Plain Study Required: \_\_\_\_\_

Channel Change Study Required: \_\_\_\_\_

Remarks: \_\_\_\_\_

**16. BRIDGE CROSSINGS:**

Number of Bridges: None.

Cross Roads: \_\_\_\_\_

Streams: \_\_\_\_\_

Supplemental Site Plan for Streams: \_\_\_\_\_

Culverts: \_\_\_\_\_

Alternates Required: \_\_\_\_\_

Railroads: \_\_\_\_\_

Railroad Location Plan: \_\_\_\_\_

Railroad Site Plan: \_\_\_\_\_

Pedestrian: \_\_\_\_\_

Mass Transit: \_\_\_\_\_

Other: \_\_\_\_\_

Remarks: \_\_\_\_\_

**17. MISCELLANEOUS DESIGN CONSIDERATIONS:**

Sidewalks: \_\_\_\_\_

Bikeways: XX

Railroads: \_\_\_\_\_

Mass Transit: \_\_\_\_\_

Service Roads: \_\_\_\_\_

Remarks: Due to the realignment of the road, the Park District's existing bike trail and existing horse trail will have to be modified. The extent of the modification will be determined during the preparation of the detailed road plans.

**18. RETAINING WALLS:**

Number of Retaining Walls: None foreseen at this time.

Type(s) of Retaining Walls: \_\_\_\_\_

Phase A: \_\_\_\_\_ Wall Justification: \_\_\_\_\_

Phase B: \_\_\_\_\_

Remarks: Any wall over three (3) feet in height, as measured from the top of the footer to the top of the wall, **MUST** be engineered and a wall profile, indicating the height of the wall, and other pertinent wall details **MUST** be included in the plans. The plan view(s) or a detail for the wall **MUST** indicate the length of any tie-back systems that are required for the construction of the wall. **ALL** pre-manufactured walls, i.e. Keystone walls, **MUST** be designed in strict accordance with the Manufacturer's requirements.

**19. MAINTENANCE OF TRAFFIC:**

Maintenance of Pedestrian Traffic: \_\_\_\_\_

Maintenance of Railroad Traffic: \_\_\_\_\_

Maintenance of Vehicular Traffic: XX

Temporary Road(s): \_\_\_\_\_ Phase A to Recommend: \_\_\_\_\_

Temporary Road Plans & Notes by: County \_\_\_\_\_ Professional Engineer \_\_\_\_\_

Detour Plan Prepared by: County \_\_\_\_\_ Professional Engineer \_\_\_\_\_

Remarks: At this time, it is presumed that construction is to be completed under traffic. To the satisfaction of and subject to the Engineer's review and approval, the Professional Engineer is to prepare a tentative outline for the sequence of construction, a maintenance of traffic plan and/or maintenance of traffic notes in sufficient detail for the proper control of traffic through the project, especially involving ingress to and egress from the abutting properties within the project area.

As may be applicable during the preparation of the plans, the Professional Engineer shall work with the Engineer to determine if alternative methods of handling traffic would be warranted and desirable during the construction of the project. These measures may include, but not be limited to, the detouring of all through traffic while maintaining local traffic or the maintaining of through traffic on a one-way only basis. If the Engineer authorizes other methods, the Professional Engineer will work with the Engineer to determine if special restrictions are to be enforced during the implementation of the alternate measure(s), i.e. a total time duration, a daily time/hour restriction, etc. The Professional Engineer will also work with the Engineer's Traffic Department to determine the detour route and prepare the necessary detour plan(s). As necessary for the alternative measures, the Professional Engineer is to prepare a tentative outline for the sequence of construction, a maintenance of traffic plan and/or maintenance of traffic notes in sufficient detail for the proper control of traffic through the project, especially involving ingress to and egress from the abutting properties within the project area.

This item of work shall also include the preparation of any necessary plans that indicate temporary work zone pavement markings and/or signs that are to be included in the project, especially where the number of traveled lanes and/or the width of traveled pavement are to be decreased during construction.

All items of work relating to the maintenance of traffic are to be submitted with the final plan review submission.

**20. UTILITIES:**

Water	( XX )	Sanitary	( XX )
Electric	( XX )	Gas	( XX )
Telephone	( XX )	Cable TV	( XX )
Public Works	( XX )		

Others: Hamilton County Park District.

**ALL** Utility Companies shall be contacted and **ALL** existing utilities, including house connections, shall be indicated on the plans as required by Section 153.64 O.R.C. (H.B.538). **ALL** utilities shall be furnished with a copy of the preliminary plans for preliminary coordination. A copy of the transmittal letter to each utility company and the response from the utility company shall be submitted to the County Engineer

**21. ESTIMATED QUANTITIES:**

Phase A: \_\_\_\_\_  
Phase B: XX  
Quantity Splits: \_\_\_\_\_

**22. CONSTRUCTION COST ESTIMATE:**

Submit with Letter of Interest: XX  
Phase A: \_\_\_\_\_  
Phase B: \_\_\_\_\_



**25. TRAFFIC DATA:**

State \_\_\_\_\_ County XX Professional Engineer \_\_\_\_\_

Remarks: Existing counts to be furnished by the County. Professional Engineer to determine if adjustments to these counts may be warranted. The Traffic Department must approve all traffic data prior to use in design.

**26. GEOTECHNICAL/SUBSURFACE INVESTIGATION:**

State \_\_\_\_\_ County XX Professional Engineer \_\_\_\_\_

Other \_\_\_\_\_

Remarks: Work to be completed as needed. Professional Engineer is to determine, in conjunction with the Engineer, the amount and type of work to be performed. The Professional Engineer will be responsible for establishing the required field control and for field locating the boring locations.

**27. PRIOR STUDIES:**

Report on "Phase 1 Archaeological Investigations Associated with Proposed Bank Stabilization Efforts" by Gray & Pape; "Oxford Road Stream Bank Stabilization Study" by Fuller, Mossbarger, Scott and May.

**28. PUBLIC HEARINGS/INFORMATIONAL MEETINGS:**

Public information meeting(s) may be scheduled.

Consultant's Responsibility: Prepare the necessary exhibits and attend the meeting(s) if scheduled.

Exhibits: Required Exhibits will show the proposed location of improvements, the proposed profile and critical and/or typical cross-sections and the preliminary Right-of-way.

## ADDITIONAL INFORMATION SHEET

### OXFORD ROAD

500327

- 1) The Engineer has prepared a preliminary schematic of the new alignment of Oxford Road. This schematic is to be used **ONLY** as a guideline in doing the design of this project. The area of the roadway subject to greatest erosion threat is near the Dick Road and Oxford Road intersection. **PRIOR** to undertaking any design work, the Professional Engineer will be responsible for modeling the existing creek and then using the model to determine the possible future erosion impacts of the creek. The alignment of Oxford Road as shown in the schematic will then be modified as much as feasible to be outside of the erosion impact zone.
- 2) As a component of the creek modeling, determination of future erosion impacts and the design of the improvements, the Professional Engineer shall utilize bio-engineering techniques to control and/or prevent further erosion by the creek.
- 3) Dick Road shall be improved as required by the realignment of Oxford Road. The Professional Engineer shall design the intersection as nearly as possible as a right-angle intersection. The Professional Engineer must verify that the required sight distances are achieved and the Engineer may require modifications to the design so as to achieve, as much as possible, these sight distances.
- 4) The land to be impacted by the relocated roadway is currently being farmed under a private agreement with the Hamilton County Park District. The Professional Engineer shall schedule the necessary fieldwork so that said work occurs after the current crop(s) have been harvested and before next year's planting is started. Any damage done to crop(s) by the actions of the Professional Engineer will be the responsibility of the Professional Engineer.
- 5) The Park District's existing bike trail and horse trail will be impacted by the proposed improvements. At the time, the Professional Engineer submits review plans to the Engineer, the Professional Engineer **MUST** include an additional set that the Engineer will forward to the Park District for review and comments.
- 6) When completing the fieldwork in the vicinity of the trails, the Professional Engineer **MUST** locate all signs and other trail related components. The Professional Engineer **MUST** also note the wording or language on each sign.
- 7) The improvements to the bike trail as much as possible AASHTO's "Guide for the Development of Bicycle Facilities". As the Professional Engineer undertakes the design of the improvements, the Professional Engineer **MUST** inform the Engineer and the Park District of any design features for the trail improvements that do not meet the reference guidelines. All improvements to the trails will be subject to the approval of the Park District.
- 8) The Park District will supply the Professional Engineer with available plans, data, details and other information that may be applicable to the design of the proposed improvements to the trails. The Professional Engineer should contact Mr. Kevin Brill, Park District Engineer (513-728-3551, Ext. 253) to obtain this information.