

05-21-12 Posting Date

0 new project postings:

4 prior project postings:

MOT-Programmatic Consultant Selection Group

CLA-Sign and Guardrail Inventory

CUY-Towpath Trail Stage 4

Note: Revised Due Date

SAN-TR209-0.05

PID Nos. 93378, N/A

PID No. N/A

PID No. 87075

PID No. 90411

05-14-12 Posting Date
MOT-Programmatic Consultant Selection Group
Response Due Date: 06-08-12

The Montgomery County Engineer requests consulting services for the following two (2) projects:

Project #1

MOT-CR125-3.47 (Broadway Street Bridge)
PID No 93378

The services include preparation of construction contract plans for the rehabilitation or replacement of the existing three-span precast prestressed box beam bridge on Broadway Street over Wolf Creek in the City of Trotwood. The project consists of replacing the existing superstructure, replacing the existing piers, and rehabilitating/replacing the existing abutments. The abutments will be evaluated for reuse or replacement. A structure type study and a feasibility study will be performed by the consultant. Minor approach work and channel protection will be necessary as part of the project. The retaining wall on the approach will be evaluated for rehabilitation or replacement. A multiuse path currently exists under the bridge as part of the City of Trotwood trail system and shall be accommodated in the design.

Estimated Construction Cost: \$ 1,500,000.00.

Required Prequalification, Combination of Prime Consultant and Subconsultants:

DESIGN SERVICES:

Non-Complex Roadway Design; Limited Right of Way Plan Development; Level 2 Bridge Design; Geotechnical Engineering Services; Geotechnical Testing Laboratory

There are no selection subfactors for this project.

The plans are to be completed and on file with the Montgomery County Engineer's Office within 21 months from the date of authorization.

It is anticipated that the selected Consultant will be authorized to proceed by October 2012.

Project #2

MOT-Keowee-11 (Keowee Street Bridge)
PID No. N/A

Design services include preparation of construction contract plans for the rehabilitation or replacement of the existing Keowee Street bridge over the Great Miami River in the City of Dayton and Harrison Township. A Structure Type Study will be completed to determine and document the replacement vs. rehabilitation decision. If the structure is replaced, 5-lane approaches will be constructed to adjoin the existing 5-lane sections north and south of the bridge, for a total project length of approximately 1400 feet. Architectural considerations are envisioned to be limited to decorative pedestrian lighting and railing enhancements, with wall-type piers having form liners or other rustications and stub abutments expected to be used to support constant-depth framing members.

Estimated Construction Cost: \$12,000,000.00

Required Prequalification, Combination of Prime Consultant and Subconsultants:

DESIGN SERVICES:

Non-Complex Roadway Design; Limited Right of Way Plan Development; Level 2 Bridge Design; Geotechnical Engineering Services; Geotechnical Testing Laboratory; Basic Traffic Signal Design; Limited Highway Lighting Design

ENVIRONMENTAL SERVICES:

Ecological Surveys; Waterway Permits; Archaeological Investigations; History/Architectural Investigations; Phase I ESA and Phase II ESA

Selection Subfactors: Experience in historic filled spandrel concrete arch bridge evaluation and rehabilitation

The plans are to be completed and on file with MCEO within 54 months from the date of authorization.

It is anticipated that the selected Consultant will be authorized to proceed by October 2012.

Suspended or Debarred Firms

Firms included on the current Federal list of firms suspended or debarred are not eligible for selection.

Selection Procedures

The LPA will directly select a consultant based on the Letter of Interest (LOI). The requirements for the LOI and the LPA Consultant Selection Rating Form that will be used to select the consultant are shown below.

Firms interested in being considered for selection should respond by submitting eight (8) copies of the Letter of Interest to the following address **by 4:30 PM on the response due date** listed above.

Stephanie Ann Goff, P.E., P.S.
Montgomery County Engineer's Office
451 West Third Street
P.O. Box 972
Dayton, OH 45422-1260

Responses received after 4:30 PM on the response due date will not be considered.

Scope of Services

The Scope of Services documents are included below.

Requirements for Letters of Interest, Programmatic Selection Process

A. Instructions for Preparing and Submitting a Letter of Interest

1. Provide the information requested in the Letter of Interest Content (Item B below), in the same order listed, in a letter signed by an officer of the firm. Do not send additional forms, resumes, brochures, or other material.
2. Letters of Interest shall be limited to ten 8½" x 11" single sided pages, plus:
 - a) 2 additional pages for MOT-CR125-3.47 (Broadway Street Bridge) Project Approach (Item B5 below)
 - b) 3 additional pages for MOT-Keowee-11 (Keowee Street Bridge) Project Approach (Item B5 below).
3. Please adhere to the following requirements in preparing and binding letters of interest:
 - a. Use a minimum font size of 12-point and maintain margins of 1" on all four sides.
 - b. Center page numbers at the bottom of each page.
 - c. Use 8½" x 11" paper only.
 - d. Bind letters of interest by stapling at the upper left hand corner only. Do not utilize any other binding system.
 - e. Do not provide tabbed inserts or other features that may interfere with machine copying.

B. Letter of Interest Content

1. List the types of services for which your firm is currently prequalified by the Ohio Department of Transportation.
2. List significant subconsultants, their current prequalification categories and the percentage of work to be performed by each subconsultant.
3. List the Project Manager and other key staff members, including key subconsultant staff. Include project engineers for important disciplines and staff members that will be responsible for the work, and the project responsibility of each.

Address the experience of the key staff members on similar projects, and the staff qualifications relative to the selection subfactor noted.

4. Describe the capacity of your staff and their ability to perform the work in a timely manner, relative to present workload, and the availability of the assigned staff.

5. Provide a description of your Project Approach, not to exceed three pages. Confirm that the firm has visited the site and address your firm's: 1) Technical approach; 2) Understanding of the project; 3) Your firm's qualifications for the project; 4) Knowledge and experience concerning relevant ODOT and local standards, procedures and guidance documents; 5) Innovative ideas; 6) Your firm's project specific plan for ensuring increased quality, reduced project delivery time and reduced project costs.

Items 1 through 4 must be included within the 10-page body of the LOI. Remaining space within the ten pages may be utilized to provide personnel resumes or additional information concerning general qualifications.

Consultant Selection Rating Form
for LPA Selections

Project: MOT-CR125-3.47
(Broadway Street Bridge)

PID: 93378

Project Type: Construction Contract Plans

Selection Committee
Member:

Firm Name:

Category	Total Value	Scoring Criteria	Score
Management & Team			
Project Manager	20	See Note 1	
Strength/Experience of Assigned Staff including Subconsultants	20	See Note 2	
Firm's Current Workload/ Availability of Personnel	20	See Note 4	
Consultant's Past Performance	20	See Note 3	
Project Approach	20		
Total	100		

Consultant Selection Rating Form
for LPA Selections

Project: MOT-KEOWEE-11
(Keowee Street Bridge)
PID: n/a
Project Type: Construction Contract Plans
Selection Committee Member:

Firm Name:

Category	Total Value	Scoring Criteria	Score
Management & Team			
Project Manager	20	See Note 1	
Strength/Experience of Assigned Staff including Subconsultants	20	See Note 2	
Consultant's Past Performance	20	See Note 3	
Consultant's Experience in Subfactor	20	See Note 4	
Project Approach	20		
Total	100		

Consultant Selection Rating Form Notes

1. The proposed project manager for each consultant shall be ranked, with the highest ranked project manager receiving the greatest number of points, and lower ranked project managers receiving commensurately lower scores. The rankings and scores should be based on each project manager's experience on similar projects and past performance for the LPA and other agencies. The selection committee may contact ODOT and outside agencies if necessary. Any subfactors identified should be weighed heavily in the differential scoring.

Differential scoring should consider the relative importance of the project manager's role in the success of a given project. The project manager's role in a simple project may be less important than for a complex project, and differential scoring should reflect this, with higher differentials assigned to projects that require a more critical project manager role.

2. The experience and strength of assigned staff, including subconsultant staff, shall be ranked and scored as noted for Number 1 above, with higher differential scores assigned on more difficult projects. Any subfactors identified in the project notification should be weighed heavily in the differential scoring.

As above, other agencies may be contacted.

3. The consultants' past performance shall be ranked and scored on a relative, differential scoring type basis, with the highest ranked consultant receiving a commensurately greater number of points. The selection team should consider ODOT CES performance ratings if available, and consult other agencies as appropriate. The use of CES ratings shall place emphasis on the specific type of services requested.

The differential scoring should consider the complexity of the project and any subfactors identified in the project notification.

4. The consultant's experience in the subfactor identified in the project notification shall be ranked and scored on a relative, differential scoring type basis. The scoring shall consider quantifiable concerns regarding the ability of a firm (or firms) rated higher in other categories to complete the specialized work with staff members named in the Letter of Interest.

LPA SCOPE OF SERVICES FORM

A. Project Identification: **Broadway Street Bridge Rehabilitation**

County	MOT	Route	M0125	Section	3.47
Project sponsor / Maintenance responsibility:			Montgomery County Engineer		
Local Let	X		ODOT Let		
PID	93378		Fiscal Year	2016	
Proposed Date	Sale	8/10/15	Highway Functional Classification	Urban Minor Arterial	

B. Design Standards

ODOT standards w/ Montgomery County modifications

C. Project Description

Transportation Issue to be Corrected:					
Rehabilitation of three span prestressed concrete box beam bridge over Wolf Creek in the City of Trotwood that is structurally deficient and in poor condition. Project consists of replacing the piers and superstructure. Abutments will be evaluated for reuse or replacement. Minor approach work and channel protection will be necessary as part of the project. Retaining wall on approach will be evaluated for reuse or replacement.					
Prior studies / plan (identify):	Replacement of Bridge (Project 59-18; File 4-F-37)				
Estimated Project Length: (begin pavement to end pavement including bridge)					250 ft
Work Length: (including project length & approach work)					325 ft
Alignment:	Existing	X	Relocated		
Profile:	Existing	X	New		
Logical Termini: (w/explanation)	Rehabilitate existing bridge from back of abutment to back of abutment with minor approach work.				
ITS Project (Signal Involvement):	n/a				

D. Typical Sections

Existing:

Width:	Pavement	44 ft	Graded Shoulder	0 ft	Treated Shoulder	10 ft
R/W	Varies 62.5' Average					

Bridge:	face to face of rails		56 ft	or toe to toe of parapets		
Curbs	Yes	X	No			
Curb ramps	Yes		No	X		
Sidewalks	Yes	X	No		Comment	
Guardrail	Yes	X	No		Type	Bridge Rail-Aluminum Post Casting with tube railing

Proposed:

Width:	Pavement	44 ft		Graded Shoulder	0 ft	Treated Shoulder	10 ft
Bridge	face to face of rails		56 ft	or toe to toe of parapets			
Median:	Yes		No	X	Type		
Curbs:	Yes	X	No		Type	Type 2	
Curb ramps:	Yes		No	X			
Sidewalks	Yes	X	No		Comment		
Guardrail	Yes		No		Type	TBD	

Supplemental Information:

ADT ()	3800	Design ADT ()	4600
DHV		Certified Traffic	District
T24	8%		
Design Speed		Legal Speed	25 mph
Comments:			

E. Right-of-Way

Right-of-Way Plan:	Yes	X	No			
Approximate Number of Parcels:	TBD					
Known relocations:	Yes		No	X		
Railroad Involvement:	Yes		No	X		
Railroad Name:	n/a					
Encroachments:						
Airway Highway Clearance:	Yes		No	X	Remarks	
Airport Name						
Comments:						

Note: Provide a footprint of proposed and existing right of way limits as soon as available to District Environmental Coordinator and District Real Estate Administrator.

Caution: Environmental needs to be clear prior to beginning Right of Way acquisition. An LPA, utilizing their own monies, assumes many risks by proceeding with acquisition prior to environmental being cleared. These risks include purchasing R/W that may never be used for the project and purchasing a site that contains the need for a hazardous waste cleanup.

F. Utilities

Aerial:

Phone	Yes	X	No		Name of Company	AT&T	
Cablevision	Yes	X	No		Name of Company	Time Warner Cable	
Power	Yes	X	No		Name of Company	DP&L	

Buried:

Phone	Yes	X	No		Name of Company	AT&T	
Cablevision	Yes	X	No		Name of Company	Time Warner Cable	
Power	Yes	X	No		Name of Company	DP&L	
Gas	Yes	X	No		Name of Company	Vectren	
Pipelines:	Yes		No	X	Name of Company		
Water	Yes	X	No		Private		Public X
Sanitary	Yes	X	No		Private		Public X
Storm	Yes	X	No		Private		Public X
Other	A 3" gas main is suspended along the west side of the existing bridge. Telephone conduits are located inside the western sidewalk beam.						
Comments	Utility locations and ownerships to be confirmed by consultant.						

G. Structure Requirements

Existing Structure:

Structure type:	Non-composite concrete box beam with stub abutments and cap and column piers					
Sufficiency Rating:	30.5	General Appraisal	4P	Bridge No.	MOT- M0125-3.47	
Structure File No.	5765366	Crossing	Wolf Creek			
Bridge length:	122 ft					
Number of Spans	3					
Eligible for the National Historical Register	Yes		No	X		

Proposed Structure:

New Structure:	Yes	<input type="checkbox"/>	No	TBD, structure type study by consultant
Rehabilitate Existing Bridge			By:	TBD, structure type study by consultant
Structure width:	56 ft out/ out		Structure type:	TBD
Number of spans:	3			
Beam Type:	Concrete	<input type="checkbox"/>	Steel	TBD, structure type study
Other Design Considerations / Explanation of Change in Line or Grade:				
Replace the piers and superstructure. Abutments will be evaluated for reuse or replacement.				
Railing Type:	TBD by consultant			

H. Design Exception(s) Required

Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>	Explain	Consultant to verify.
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I. Traffic Control

Signing:	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	Remarks	
Striping:	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	Remarks	
Lighting:	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>	Remarks	
Signals:	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>	Remarks	
RPM's:	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>	Remarks	

J. Maintenance of Traffic

Detour		Part Width	
Remarks :	TBD by consultant. County to coordinate with the City of Trotwood.		

K. Driveways

Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>	Type	Match Existing
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L. Project Funding

Construction Cost Estimate:	\$1,688,000			
Quantity splits needed in plans to differentiate funding participation:	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
Comments:				
Coordination with Concurrent Projects Required:	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
Comments:				

Cost Estimate:

	Total Federal Funds/Max. Percent		Total Local Funds/Min. Percent	
PE	\$0	0%	190,000	100%
RIGHT OF WAY	\$0	0%	\$0	0%
UTILITIES	\$0	0%	\$0	0%
CONSTRUCTION	1,227,600	80%	306,900	20%
CONST ENGINEERING	122,800	80%	30,700	20%
TOTAL	1,350,400		527,600	

M. Environmental

District 7 Environmental will complete the necessary CE-1 document for this project. The County is aware that it will be responsible for any studies or investigations that cannot be completed by District 7.

N. Roles / Responsibilities

Construction Plan Development:	ODOT Prequalified Consultant
Proposal/Specification Development:	MCEO
LPA Agreement/Preliminary Legislation	ODOT
Advertising and Award of Contract:	MCEO
Construction Inspection:	MCEO
R/W Plan Development:	ODOT Prequalified Consultant
R/W Acquisition /Appraisals:	ODOT Prequalified Consultant
Utility Relocation Design:	Public Utilities: ODOT Prequalified Consultant Private Utilities: Utility companies

O. Field Review

Date:	4/24/12
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P. COMMITMENT DATES	ODOT-let	Local-let X	Reservoir
ACTIVITY	DATE		
Environmental Clearance	4/15/14		
Preliminary R/W Plans Submitted	N/A		
Feasibility Study Submitted	1/25/13		
Feasibility Study Completed	4/12/13		

Final R/W Plans Submitted	9/13/13
Stage 2 Plans Submitted	9/13/13
Stage 2 Plans Completed	11/1/13
R/W Authorized	4/15/14
Stage 3 Plans Submitted	4/15/14
Stage 3 Plans Completed	6/10/14
Local-let PS&E Submitted to District	5/15/15
Plan Package to Central Office	5/29/15
Sale Date	8/10/15
Award Date	9/18/15

Project Schedule Approval:

Environmental Coord.	
Production Administrator	
Real Estate Administrator	
Project Manager	

LPA SCOPE OF SERVICES FORM**B. Project Identification: Keowee Street Bridge over the Great Miami River
MOT-KEOWEE-11**

County	MOT	Route	KEOWEE	Section	11
Project sponsor / Maintenance responsibility:		Montgomery County Engineer			
Local Let	X		ODOT Let		
PID	TBD		Fiscal Year		2018
Proposed Date	Sale	9/27/17	Highway Classification	Functional	Minor Arterial

B. Design Standards

ODOT standards w/ Montgomery County modifications

C. Project Description

Transportation Issue to be Corrected:					
Rehabilitate or replace structurally deficient four-lane, five-span bridge constructed in 1931, including associated approach improvements					
Prior studies / plan (identify):		N/A			
Estimated Project Length: (begin pavement to end pavement including bridge)					1400 ft
Work Length: (including project length & approach work)				1600 ft	
Alignment:	Existing	X (align C/L for widening about east curb line)	New		
Profile:	Existing		New	X (match exist. on shifted C/L; satisfy 40 mph design speed)	
Logical Termini: (w/explanation)		From existing 5-lane section approximately 400' south of bridge to existing 5-lane section at Drill/Ome Avenue north of bridge.			
ITS Project (Signal Involvement):		Provide conduits on bridge for fiberoptic connection with signal at Keowee/Embury Park intersection.			

D. Typical Sections**Existing:**

Width:	Pavement	40 ft & Varies	Graded Shoulder	N/A	Treated Shoulder	0 ft
R/W	Varies; 90 ft min.					

Bridge:	face to face of curbs			40 ft	or toe to toe of parapets	
Curbs	Yes	X	No			
Curb ramps	Yes	X	No			
Sidewalks	Yes	X	No		Comment	
Guardrail	Yes		No	X	Type	

Proposed:

Width:	Pavement	55 ft		Graded Shoulder	N/A	Treated Shoulder	0 ft
Bridge:	face to face of curbs			55 ft	or toe to toe of parapets		
Median	Yes	X	No		Type	11 ft TWLTL	
Curbs	Yes	X	No		Type	Type 6	
Curb ramps	Yes	X	No				
Sidewalks	Yes	X	No		Comment	5' each side	
Guardrail	Yes	X	No		Type	Type 5	

Supplemental Information:

ADT (2011)	18,567	Design ADT (2031)	19,487
DHV	1950	Certified Traffic	District
T24	0.05		
Design Speed	40 mph	Legal Speed	35 mph (S. of Embury Park Dr.) 40 mph (N. of Embury Park Dr.)
Comments:	Traffic data based on 2011 MCEO traffic counts; to be certified by District.		

E. Right-of-Way

Right-of-Way Plan:	Yes	X	No			
Approximate Number of Parcels:	2					
Known Relocations:	Yes		No	X		
Railroad Involvement:	Yes		No	X		
Railroad Name:	N/A					
Encroachments:	TBD					
Airway Highway Clearance:	Yes		No	X	Remarks	
Airport Name						

Comments:	Temporary easements required to construct causeway in river.
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Note: Provide a footprint of proposed and existing right of way limits as soon as available to District Environmental Coordinator and District Real Estate Administrator.

Caution: Environmental needs to be clear prior to beginning Right of Way acquisition. An LPA, utilizing their own monies, assumes many risks by proceeding with acquisition prior to environmental being cleared. These risks include purchasing R/W that may never be used for the project and purchasing a site that contains the need for a hazardous waste cleanup.

F. Utilities

Aerial:

Phone	Yes	X	No		Name of Company	AT&T	
Cablevision	Yes	X	No		Name of Company	Time Warner Cable	
Power	Yes	X	No		Name of Company	DP&L	

Buried:

Phone	Yes	X	No		Name of Company	AT&T	
Cablevision	Yes	X	No		Name of Company	Time Warner Cable	
Power	Yes	X	No		Name of Company	DP&L	
Gas	Yes	X	No		Name of Company	Vectren	
Pipelines:	Yes		No	X	Name of Company		
Water	Yes	X	No		Private		Public X
Sanitary	Yes	X	No		Private		Public X
Storm	Yes	X	No		Private		Public X
Other							
Comments	Utility locations and ownerships to be confirmed by consultant.						

H. Structure Requirements

Existing Structure:

Structure type:	5-span filled spandrel concrete arch bridge						
Sufficiency Rating:	47.4	General Appraisal		4	Bridge No.	DAY-KEOWEE-11	
Structure File No.	5760550		Crossing	Great Miami River			
Bridge length:	516 ft						
Number of Spans	5						
Eligible for the National Historical Register	Yes	X	No				

Proposed Structure:

New Structure:	Yes	<input checked="" type="checkbox"/>	No	Confirm as part of Structure Type Study.
Rehabilitate Existing Bridge			By:	
Structure width:	75 ft f/f parapets: 5 lanes @ 11 ft w/10 ft sidewalks		Structure type:	TBD
Number of spans:	TBD			
Beam Type: TBD	Concrete	<input type="checkbox"/>	Steel	<input type="checkbox"/>
<p>Other Design Considerations / Explanation of Change in Line or Grade:</p> <p>Consulting Agreement is expected to be in two parts: Part 1 will include SOS through Stage 1 and environmental clearance; Part 2 will include SOS through detailed design.</p> <p>Structure type and final rehabilitation vs. replacement decision to be based on outcome of Structure Type Study. Historic status of bridge is currently being reevaluated by SHPO and OES. Justification of any use of the bridge shall meet the decision and documentation requirements set forth in the FHWA Section 4(f) Programmatic Agreement, available at:</p> <p>http://www.environment.fhwa.dot.gov/projdev/4fbridge.asp</p>				
<p>Structure Type Study will include assessment of remaining life of existing structure. Based on remaining life assessment and outcome of federal funding applications in 2012, this project may be deferred or cancelled upon completion of the Structure Type Study and associated environmental tasks.</p>				
<p>Replacement Structure Design Considerations (if applicable)</p>				
<p>Framing: Constant-depth parallel beams using standard shapes and sections, including the fascia beams, are preferred for the replacement structure.</p> <p>Substructures: Wall-type piers and integral or semi-integral abutments with spill-thru slopes matching the adjacent levee slopes are envisioned.</p> <p>Aesthetic Design Considerations: Decorative lighting on the bridge and architectural treatments of the bridge railings will be provided. Form liners or other architectural treatments will be considered for the wall-type piers. Pier configurations should be coordinated with the selected railing and lighting designs.</p> <p>Hydraulic Modeling: include analysis of MCD Official Plan Flood discharge in addition to 100-yr discharge</p>				
Railing Type:	Architecturally-modified BR-2-98 concrete parapets			

H. Design Exception(s) Required

Yes	X	No		Explain	Design Exception required for proposed typical section with five 11 ft lanes (i.e., Design Exception for 10 ft outside lanes with 1 ft shoulders). City of Dayton supports the proposed bridge and approach roadway sections.
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I. Traffic Control

Signing:	Yes	X	No		Remarks	
Striping:	Yes	X	No		Remarks	
Lighting:	Yes	X	No		Remarks	Decorative lighting on bridge and conventional street lighting on approaches
Signals:	Yes	X	No		Remarks	Replace signal at Embury Park intersection
RPM's:	Yes		No	X	Remarks	

J. Maintenance of Traffic

Detour	X		Part Width	
Remarks :	Include plan for detour route provided by MCEO. Great Miami River bikepath to remain open at all times.			

K. Driveways

Yes	X	No		Type	Match existing
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L. Project Funding

Construction Cost Estimate:	\$12.0 M				
Quantity splits needed in plans to differentiate funding participation:	Yes		No	X	
Comments:					
Coordination with Concurrent Projects Required:	Yes		No	X	
Comments:					

Cost Estimate:

Total Federal Funds/Max. Percent

Total Local Funds/Min. Percent

PE	\$0	0%	\$1,000,000	100%
RIGHT OF WAY	\$0	0%	\$0	100%
UTILITIES	\$0	0%	\$100,000	100%
CONSTRUCTION	\$8,400,000	70%	\$3,600,000	30%
CONST ENGINEERING	\$0	0%	\$500,000	100%
TOTAL	\$8,400,000	61.8%	\$5,200,000	38.2%

Note: Project not yet programmed; costs and funding amounts shown are conceptual estimates.

M. Environmental

Scope of Proposed Action /Involvement with Resources:				
These are actions and/or items the District environmental staff deem necessary to address as part of the LPA project environmental documentation. This form is not all inclusive; more items may be required upon initiation of agency coordination and field studies.				
	Not Required	Required	If Authorized	Responsibility
Tentative CE Level 1		X		ODOT D7
Purpose and Need Statement		X		MCEO & ODOT D7
ODOT Bridge PA	X			
Cultural Resource Phase 1		X		ODOT
Cultural Resource Phase II			X	Consultant
Mitigation	X			
Cultural Resource Section 4(f)		X		ODOT D7
Data Recovery Plan	X			
Section 4(f)/6(f)-Parks/Recreation		X		ODOT D7 (GMR bikepath & FRMP property)
Ecological Level 1 (MOA)		X		ODOT
Ecological Level 2 (Survey)		X		Consultant (including mussel survey)
Wetland Survey			X	Consultant
Section 9/Section 10 Stream	X			
404 NWP-Army Corps of Engineers		X		MCEO
404 PCN-Army Corps of Engineers		X		Consultant
404 Individual Permit-Army Corps of Engineers			X	Consultant
401 OEPA Certification Application			X	Consultant
Coast Guard Coordination	X			

ODNR Coastal Zone	X			
Scenic River	X			
	Not Required	Required	If Authorized	Responsibility
Farmland Screening or FCIR	X			
Public Involvement Meetings		X		MCEO/Consultant
Public Viewing/Hearing		X		MCEO
ESA-Screening		X		ODOT D7
ESA Phase I/Phase II/Remediation			X	Consultant
Drinking Water Resources	X			
Flood Plain/Flood Way		X		Consultant
Environmental Justice	X			
Noise Study	X			
Air Quality	X			
Asbestos Inspection		X		MCEO
Notes:				

N. Roles / Responsibilities

Construction Plan Development:	ODOT Prequalified Consultant
Proposal/Specification Development:	MCEO
LPA Agreement/Preliminary Legislation	ODOT
Advertising and Award of Contract:	MCEO
Construction Inspection:	MCEO
R/W Plan Development:	ODOT Prequalified Consultant
R/W Acquisition/Appraisals:	ODOT Prequalified Consultant
Utility Relocation Design:	Public Utilities: ODOT Prequalified Consultant Private Utilities: Utility companies

O. Field Review

Date:	
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P. COMMITMENT DATES	ODOT-let	Local-let X	Reservoir
ACTIVITY	DATE		
Environmental Clearance	10/21/15		
Preliminary R/W Plans Submitted	TBD		
Stage 1 Plans Submitted	10/22/14		

Stage 1 Plans Completed	11/05/14
Final R/W Plans Submitted	TBD
Stage 2 Plans Submitted	1/20/16
Stage 2 Plans Completed	2/03/16
R/W Authorized	TBD
Stage 3 Plans Submitted	1/25/17
Stage 3 Plans Completed	2/08/17
Local-let PS&E Submitted to District	8/02/17
Plan Package to Central Office	8/09/17
Sale Date	9/27/17
Award Date	10/31/17

Project Schedule Approval:

Environmental Coordinator	
Production Administrator	
Real Estate Administrator	
Project Manager	

05-07-12 Posting Date

CLA- Sign and Guardrail Inventory

PID No. N/A

Clark County-Springfield Transportation Coordinating Committee

Response Due Date: 05-21-12

The Clark County-Springfield Transportation Coordinating Committee (TCC) is soliciting letters of interest for transportation planning services for the Clark County Sign and Guardrail Inventory Project. The project will consist of field inventory and inspection of all signs and guardrail on Clark County routes.

Estimated Construction Costs: N/A

Required Prequalification: NONE

The study is to be completed and delivered to the TCC within 6 months from the date of authorization.

It is anticipated that the selected Consultant will be authorized to proceed by August 1, 2012.

Communication Restrictions

Please note the following policy concerning communication with the TCC and Clark County during the announcement and selection process:

During the time period between advertisement and the announcement of the consultant selection neither TCC staff nor Clark County staff will communicate with consultants (or their agents) regarding the status of the selection process, or entertain any communications related to the marketing, etc. When completed, a selection notification will be announced via U.S. mail.

Disadvantaged Business Enterprise (DBE) Goal

This agreement includes a DBE goal of 10%. At least this percent of the agreement shall be subcontracted to certified DBE firms.

It is the policy of the Federal Highway Administration that Disadvantaged Business Enterprises (DBEs) shall have equal opportunity to compete for and perform subcontracts which the Consultant enters into pursuant to this agreement. The Consultant must use good faith efforts to include DBE sub consultants. Consequently, the requirements of title 49 CFR Part 26 will apply to this agreement. The Consultant must ensure that the DBE sub consultant(s) is performing a "commercially useful function" as defined in CFR 26.55.

The Consultant's Letter of Interest must include the percentage of work to be performed by each DBE sub consultant, and a description of the work to be performed by each. Consultant Letters of Interest that do not include the minimum percentage of DBE participation noted above will be rejected. If selected, the Consultant's price proposal shall reflect the required level of DBE participation, or provide an explanation of how the requirement will be met in later phases of the work.

Suspended or Debarred Firms

Firms included on the current Federal list of firms suspended or debarred are not eligible for selection.

Selection Procedures

The TCC will directly select a consultant based on the Letter of Interest (LOI). The scoring committee will consist of staff members from the TCC, the Clark County Engineer's Department, and the Clark County Auditor's GIS Department. The requirements for the LOI and the Programmatic Consultant Selection Rating Form that will be used to select the consultant are shown below.

Firms interested in being considered for selection should respond by submitting three (3) copies of the Letter of Interest to the following address by **3:00 PM on the response due** date listed on the first page of this document.

**Clark County –Springfield Transportation Coordinating Committee
ATTN: Scott Schmid
3130 East Main Street, Suite 2A
Springfield, Ohio 45505**

Responses received after 3:00 PM on the response due date will not be considered.

Scope of Services

The Scope of Services is included later on in this document.

Requirements for Letters of Interest, Programmatic Selection Process

- A. Instructions for preparing and submitting a Letter of Interest
1. Provide the information requested in the Letter of Interest Content (Item B below), in the same order listed, in a letter signed by an officer of the firm. Do not send additional forms, resumes, brochures, or other materials.
 2. Letter of Interest shall be limited to ten (10) 8 ½" x 11" single sided pages including four (4) pages for the Project Approach (item B.7 below).
 3. Please adhere to the following requirements in preparing and binding letters of interest:
 - a) Please use a minimum font size of 12- point and maintain margins of 1" on all four sides.
 - b) Page numbers must be centered at the bottom of each page.
 - c) Use 8 1/2" x 11" paper only.
 - d) Bind letters of interest by stapling at the upper left hand corner only. Do not use any other binding system.
 - e) Do not provide tabbed inserts or other features that may interfere with machine copying.

B. Letter of Interest Content

(NOTE: all information shall be presented in this order and shall not exceed the maximum amount of pages for each item)

1. Cover letter (Not to exceed one page)
2. Description of the firm, including: the location of the primary office, any sub consultants and the percentage and type of work to be performed by each subconsultant, any certified DBE firms and the percentage and type of work to be performed by each certified DBE firm, and the current staffing of the primary office broken down by specialty. (Not to exceed one page)
3. Identification of the project manager and the description of the project manager's experience, length of time with the firm, and qualifications. It is important to understand that the designated project manager will be the only designated contact point throughout the entire study. (Not to exceed one page).
4. Identification of key staff members, including key subconsultant staff, and description of the staff's experience, length of time with the firm, and qualifications. (Not to exceed one page).
5. Identification of current projects that are under contact in the primary office and quantifiable description of the amount of time that assigned staff has to complete the study. (Not to exceed one page).
6. Description of similar type projects completed in the last three years by the firm and subconsultants and any references complete with contact information. Identify the project manager for each reference project listed. (Not to exceed one page).
7. Description of the firm's project approach. Include the firm's technical approach, understanding of the project, innovative ideas, milestones and ability to meet the scheduled completion date, and any other relevant information concerning your firm's qualifications for the project. (Not to exceed four pages).

Consultant Selection Rating

Project: Clark County Sign and Guardrail
Inventory Project

PID: N/A

Project Type: Planning Study

LPA: CCSTCC

Selection Committee Members: TCC Staff, Clark County Engineer's Department Staff, Clark County Auditor's GIS Department Staff

Firm name:

Category	Total Value	Scoring Criteria	Score
Management & Team			
Project Manager	10	See exhibit 1, note 1	
Strength/ Experience of assigned staff including subconsultants	5	See exhibit 1, note 2	
Firm's Current Workload/ Availability of personnel	10	See exhibit 1, note 4	
Consultant performance past	25	See exhibit 1, note 3	
Project approach	50		
Total	100		

If applicable: DBE or EDGE goal met Y/N

Consultants are not eligible for selection if their Letter of Interest does not meet the stated DBE or EDGE goal.

Exhibit 1- Consultant Selection Rating Form Notes

1. The proposed project manager for each consultant shall be ranked, with the highest ranked project manager receiving the greatest number of points, and lower ranked project managers receiving commensurately lower scores. The rankings and scores should be based on each project manager's experience on similar projects and past performance for the LPA and other agencies. The selection committee may contact ODOT and outside agencies if necessary. Any sub factors identified should be weighed heavily in the differential scoring.

Differential scoring should consider the relative importance of the project manager's role in the success of a given project. The project manager's role in a simple project may be less important than for a complex project, and differential scoring should reflect this, with higher differentials assigned to projects that require a larger role for the project manager.

2. The experience and strength of the assigned staff, including sub consultant staff, should be ranked and scored as noted for number 1 above, with higher differential scores assigned on more difficult projects. Any sub factors identified in the project notification should be weighed heavily in the differential scoring.

As above, other agencies may be contacted.

3. The consultant's past performance on similar projects shall be ranked and scored on a relative, differential scoring type basis with the highest ranked consultant receiving a commensurately greater number of points. The selection should consider ODOT CES performance ratings if available, and consult other agencies as appropriate.

The differential scoring should consider the complexity of the project and any sub factors identified in the project notification.

4. The consultant's workload and availability of qualified personnel, equipment and facilities shall be ranked and scored on a relative, differential scoring type basis. The selection team shall consider an equitable distribution of work to similarly qualified firms.

Scope of Services

Inventory Description

The project goal is to collect and organize an inventory of all traffic signs and guardrail located within Clark County right-of-way. There is approximately 306 miles of Clark County routes where signs and guardrail data will be acquired. The information is needed to ensure that all traffic signage located within the County's right-of-way is identified and is conformance with the 2012 Manual of Uniform Traffic Control Devices, Chapter 2A. In addition, the guardrail information is needed to document the location and condition in order to provide an efficient maintenance strategy. Software and training shall be provided to allow TCC staff and County staff to use the inventory and inspection data to access data and manage the traffic signage and guardrail needs.

Sign Inventory and Inspection

The Consultant shall create an inventory of and conduct an inspection of all Clark County maintained traffic signs located within the right of way and shall establish an electronic Sign Management Program. The Inventory and Inspection will cover all signs on the 306 miles of County Routes located within the right of way.

The inventory is to be assembled in accordance with the currently accepted standards 2012 Manual of Uniform Traffic Control Devices, Chapter 2A. All location information shall be geolocated using the NAD 1983 State Plan Ohio South coordinate system to ensure compatibility with the existing Clark County GIS.

The Consultant will examine and document the physical characteristics of each traffic sign. Data to be collected would include, but not necessarily be limited to:

- Sign type
- Unique ID number
- Code
- Size
- Location by street name and log point
- Date of inspection
- Name of inspector
- GPS coordinates
- Facing direction
- Height
- Distance to edge of pavement
- Type of sheeting
- Blank material type
- Illumination/flashers
- Number of signs on post
- Mounting type
- Post/base type and condition, etc.
- Digital photographs (jpg format) shall be taken of each sign and the photo shall be linked to the associated sign records. Indexed by unique ID number of sign.

As part of the sign inventory, the Consultant will be required to perform a visual inspection of all signs. The Consultant will be required to generate a work request for all signs found to be not in conformance with the MUTCD. Each work request will state corrective action needed on the sign and/or post. Inspection will not be a grading of sign or post condition.

Guardrail Inventory and Inspection

The Consultant shall create an inventory of and conduct an inspection of all Clark County maintained guardrail located within the right of way and shall establish an electronic Guardrail Management Program (the program may or may not be one software package for both signs and guardrail). The Inventory and Inspection will cover all guardrail on the 306 miles of County Routes located within the right of way.

All location information shall be geolocated using the NAD 1983 State Plan Ohio South coordinate system to ensure compatibility with the existing Clark County GIS.

The Consultant will examine and document the physical characteristics of all guardrail installations. Data to be collected would include, but not necessarily be limited to:

- Guardrail type
- End Assembly type
- Bridge Terminal Assembly type
- Unique ID number
- Code
- Length
- Height
- Location by street name and log points
- Date of inspection
- Name of inspector
- GPS coordinates
- Post type
- Block-out type
- Condition

As part of the guardrail inventory, the Consultant will be required to perform a visual inspection of all guardrail. The Consultant will be required to generate a work request for all guardrail needing corrective action.

Software

A software package is to be provided that will accept and allow the collected information to be stored and manipulated to establish a Traffic Sign Management Program and a Guardrail Management Program. The software package shall be capable of recording historical maintenance logs for both signs and guardrail. The Consultant shall identify the software package and its capabilities, and shall provide a list of the minimum hardware requirements to operate the program. The software package should be compatible with a Windows based operating system and the Retrosign GR3 Retroreflectometer. Sign and guardrail location and associated data should be exportable to a geographic information system (GIS). The Consultant will be expected to load the inventory and inspection information into the program and then train TCC and Clark County Engineer's Department staff on the operation of the program.

Consultant Services Agreement

A one part professional services agreement is envisioned covering all work to develop the final report.

“Required Contract Provisions-Federal-aid Construction Contracts” an Equal Employee Opportunity provision of the Ohio Revised Code will be incorporated into contracts involving the development or administration of the project.

05-07-12 Posting Date
CUY-Towpath Trail Stage 4
PID No. 87075
Cuyahoga County
Response Due Date: ~~05-23-12~~ 05-24-12

Cuyahoga County Department of Public Works Instruction to Consultants for Preparing Statement of Qualifications (SOQ)

Statement of Qualifications will be accepted at:

The Office of Procurement & Diversity
1219 Ontario Street, Room 110
Cleveland, OH 44113

until 11:00 A.M. (local time) on the response due date noted above for the provisions of services required for the following:

Project Description

Engineering Services for the Towpath Trail – Stage 4, Tremont/Literary Trailhead to Canal Basin Park

The professional engineering services required for the construction of Stage 4 of the Towpath Trail from the Tremont/Literary Trailhead to Canal Basin Park. The project will involve the design of structures (bridges), multipurpose paths and environmental coordination.

The estimated cost of the first phase of engineering services is \$ 600,000.00. The full scope of the project will be administered through multiple engineering contracts. Eight (8) bound copies and one (1) digital copy (one file in pdf format) on disk of the qualifications are required to be submitted, by the designated date and time, in a sealed envelope and labeled as:

“Engineering Services for the Towpath Trail – Stage 4, Tremont/Literary Trailhead to Canal Basin Park”

Only qualifications submitted by consultants that meet the requirements detailed herein will be evaluated and ranked. There will be one (1) consulting contract awarded.

Purpose

The purpose of this professional contract is to provide the engineering services required to construct Stage 4 of the Towpath Trail from Tremont/Literary Trailhead to Canal Basin Park. The scope of services document is included below.

Insurance Requirements

The consultant will be required to have general commercial liability insurance with the minimum coverage being two million dollars (\$2,000,000.00) for death or injury of any one person and two million dollars (\$2,000,000.00) for the death or injury of two or more persons in any one occurrence, together with two million dollars (\$2,000,000.00) for property damage in any one occurrence with an aggregate property damage of two million dollars (\$2,000,000.00) for two or more occurrences.

Suspended or Debarred Firms

Firms included on the current Federal list of firms suspended or debarred are not eligible for selection.

Statement of Qualification CONTENTS

It is requested that the SOQ be organized and prepared using the following format.

Section I - Minimum Qualifications

In this section of the SOQ, provide documentation (i.e., certificates, letters of certification, etc.) for the following minimum qualifications. Prequalification with ODOT by the firm(s) and/or person(s) providing the relevant services is required for:

- Non-Complex Roadway Design
- Bridge Design Level 2
- Environmental Document Preparation - EA/EIS
- Environmental Documentation Preparation 4(f)
- Archaeological Investigations
- Historical/Architectural Investigations
- ESA Screenings, Phase I ESA and Phase II ESA

Valid certifications/documentation must be attached! Failure to meet these minimum qualifications will cause the statement of qualifications to be considered non-responsive and it will be removed from further consideration.

Section II - Firm's Experience (14 page limit, including reference sheets)

A. Trail Experience

In this section of the SOQ, provide information regarding the firm's experience with trail projects within the past five (5) years. The information should clearly state the role the firm had in the project. It would also be important to highlight any of the following in your project summary: unique design characteristics, environmental regeneration aspects, urban waterfront design components and specific streetscaping elements. **Please provide at least three (3) and no more than five (5) references (using the enclosed reference form) for such projects.** Rating will take into consideration relevant experience/quality of design and adhering to budgets/schedules.

B. ODOT PDP Experience

In this section of the SOQ, provide information regarding the firm's experience with the Ohio Department of Transportation's Project Development Process – for Minor Projects or (Path 3 on more recent projects) within the past five (5) years. The information should clearly state the role the firm had in the project, particulars about the design and environmental issues that had to be dealt with. **Please provide at least three (3) and no more than five (5) references (using the enclosed reference form) for such projects. These could be the same projects that are listed in Section II A. – Trail Experience.** Rating will take into consideration relevant experience/quality of design and adhering to budgets/schedules.

Section III - Available Staff's Experience (19 page limit, including reference sheets)

In this section of the SOQ, provide an Organizational Chart for the key personnel (prime and/or subconsultant) responsible for this contract. The Organizational Chart shall clearly show the name, title and firm for each key staff member.

In addition, provide the name(s) and resume(s) (within the past (5) years) and two (2) references using the enclosed reference form for each of the following personnel (prime and/or subconsultant) required for this contract:

- **Project Manager**
- **Roadway Design Engineer**
- **Bridge Design Engineer**
- **Landscape Architect**
- **Public Involvement Specialist**
- **Environmental Coordination**

Section IV - Project Methodology (4 page limit)

In this section of the SOQ, describe your proposed approach to this project and your methodology. Take this opportunity to specify any unique characteristics that may distinguish your firm(s) from other potential consultants for this particular project.

Your project methodology should be based upon the Ohio Department of Transportation's Project Development Process (PDP).

It is recommended that you become familiar with the following documents to assist your firm in the preparation of your project methodology. They are available on our website at:

<http://publicworks.cuyahogacounty.us/en-US/Towpath-Trail-Project.aspx>

- 1999 Linking the Corridor Study
- 2002 Alignment & Design Study

It is requested that the document be organized around the above criteria and be limited to those items which will be used for the evaluation. Extraneous materials will not serve to enhance the qualification package, but will only make the rating more difficult and will be an unnecessary expense to the consultant.

If there are any questions, please contact Nichole English, Transportation Planning Engineer at (216) 348-3861 or nenglish@cuyahogacounty.us.

INSTRUCTIONS FOR EVALUATION OF STATEMENT OF QUALIFICATIONS

The LPA will directly select a consultant based on the SOQ. The requirements for the Rating Form that will be used to select the consultant are shown below.

Each item in the "Proposal Evaluation Form" will be ranked on the basis of zero (0) to the maximum points as shown. Listed categories will be evaluated by the consultant selection committee in a meeting where one score will be agreed upon. Scoring for "Previous Work" will be filled in by the department assigned to process the selection process.

- A. Firm's Experience** – (max 25 points) Consider the firm's experience within the past five (5) years with this type of project, both trail experience and ODOT PDP experience. Review the references provided by the consultant and evaluate the firm in each of the following categories:

- Quality of Design and Cost Estimating
- Meeting Schedules and Deadlines
- Controlling Cost and Adhering to the Budget
- Communication, Cooperation, and Follow Through Skills

B. Available Staff's Experience (max 30 points for Project Manager and max 15 for support staff) Consider the resume and references of the Project Managers and key personnel in each applicable area. For all contracts, a good Project Manager is vital. Evaluate the "Available Staff's Experience" in the following engineering service categories:

- **Project Manager**
- **Roadway Design Engineer**
- **Bridge Design Engineer**
- **Landscape Architect**
- **Public Involvement Specialist**
- **Environmental Coordination**

C. Project Methodology (max 30 points) Evaluate each consultant based on its proposed methodology for execution of this contract. Consider each firm's understanding of the purpose and scope of this project.

SCOPE OF SERVICES:

The Cuyahoga County Department of Public Works will provide project management for the plan development and construction phases of this project. Public Works will also assist with surveying and right of way plan preparation services, as needed, to the prime consultant for base mapping and for the acquisition of all property rights necessary for the construction of this stage of the towpath.

Project Contact: All consultant inquires regarding the project (e.g. scope, schedule, budget, issues, etc...) and associated project development (e.g. process, steps, tasks, guidance, etc...) shall be made to the County Project Manager. Any direction provided to the consultant from any agency associated with the Memorandum of Understanding/Project Development Agreement shall be forwarded to the Project Manager for direction to the consultant.

Project Name: Towpath Trail Stage 4

Termini: Tremont/Literary Trailhead to Canal Basin Park. The project will be broken into components so that each area can be studied and evaluated based upon the unique characteristics that each component has to offer to the towpath.

Project Development Process: Minor Projects/Path 3. The Towpath Trail Extension Alignment and Design Study will be used to identify the corridor that the towpath will be built upon (Steps 1 & 2). Copies of the 1999 Study, "Linking the Corridor" and the 2002 Alignment and Design Study are available at through the County Department of Public Works website:

<http://publicworks.cuyahogacounty.us/en-US/Towpath-Trail-Project.aspx>.

This Agreement will be implemented in parts appropriate to the plan development process (PDP). Part 1 will cover up to and including Environmental Clearance and will be compensated under a cost plus fixed fee form of agreement. The specific scope of work and cost proposal for

PDP for detailed design will be developed as the initial part is completed (Part 2).

Completion Schedule for Part 1: 18 months from Authorization.

Completion Schedule for Part 2: 24 months from Authorization.

Meetings: Formal written comments and/or meeting minutes, as appropriate, shall be provided by the consultant after all meetings. For all meetings, the consultant will prepare minutes and distribute them for review and comment. Minutes will be updated by the Consultant to reflect participant comments and final edits will be distributed to all participants.

Communication: On a monthly basis and/or with each invoice, the consultant shall submit a project status report to the Project Manager. Reports shall include development activities, including but not limited to identifying completed, upcoming and critical activities. These reports are to enhance coordination between the consultant and other stakeholders as appropriate.

Project Particulars:

Stage 4 of the Towpath Trail has been broken up into components. Each component, identified below, has unique characteristics that need to be studied to refine the preferred alignment as documented in the "Towpath Trail Extension: Alignment and Design Study". ODOT's PDP will be used to refine the preferred alternatives as identified for each component of the towpath.

Neighborhood Trail Connectors as depicted in the accompanying map must be factored into layout of the preferred alternative.

A Technical Advisory Group will be established to provide the consultant direction through the PDP. Stakeholder groups will be identified to discuss the project and gather additional input into the PDP.

Soil borings, as necessary are to be provided by the consultant.

The consultant is to locate and identify all existing and foreseeable utilities (public or private) accordingly. As required, the consultant can recommend underground utility investigations where structural conflicts may occur. The consultant will use an accredited Subsurface Utility Engineering firm. The consultant will follow the procedures for utility relocation as per ODOT's Utilities Manual and the Ohio Revised Code.

Plan submittals and agencies to receive plans shall be documented by the consultant in their proposal.

Cost estimates will be provided for each option, as the preferred alignment is refined.

Environmental and right of way impacts will also be presented in a manner that will assist the decision makers in refining the preferred alignment.

A website specifically for Stage 4 will be developed. It will contain various documents and information to keep the public informed of the projects progress. Also, the website will have a link, password protected, to provide for Partnership Members access to all documents prior to any meeting. Also, meetings notes, environmental documents, etc. will be posted to the website.

1 – TREMONT/LITERARY CROSSING COMPONENT

Location: This component of the project will deal with how the Towpath Trail will cross Literary Avenue upon exiting the Tremont/Literary Trailhead designed in Stage 3.

Alternatives: Determine the trail route relative to the proposed trail head developed in Stage 3 as it relates crossing Literary Avenue. A traffic study shall be performed focusing on the operational dynamics of Literary Avenue for the at-grade crossing option.

Alternative scenarios to be explored include:

1. An at grade crossing location that would not impact the vehicular traffic on University.
2. An at grade crossing location that would work with the closure of University, but maintaining residential driveway access to the residents just north of Literary.
3. A bridge crossing over Literary that would not impact the vehicular traffic on University.
4. A bridge crossing over Literary that would work with the closure of University, but maintaining residential driveway access to the residents just north of Literary.

Environmental Regeneration: No environmental regeneration, outside of enhancements to the trail-related structures is anticipated.

Utilities: Overhead power lines or underground utilities may have to be relocated.

Environmental: No issues anticipated on the NEPA process.

Right-of-Way: Property will be required.

Construction Cost Estimate: \$ 200,000.00 to \$ 1,500,000.00

2 – TREMONT RIDGE COMPONENT

Location: This component of the project will deal with how the Towpath Trail will traverse the area from north of Literary Avenue to the Innerbelt Bridge.

Alternatives: Issues to be considered: slope stability, provide for scenic overlooks, work with the University Inn on access and parking issues.

Alternative scenarios to be explored include:

1. Cantilevered structure to support the Towpath Trail and vehicular traffic on University Avenue.
2. Close University Avenue to vehicular traffic. Properties with driveway access on University shall be identified and a plan to maintain access shall be developed.

Environmental Regeneration: Opportunity to develop an overlook park site at the intersection of West 7th/West 11th/University Avenue. This may include the realignment of West 7th and West 11 Street. Clear scrub trees/vegetation and provide landscaping to opportunities to stabilize the slope and “green” the corridor.

Utilities: Relocate/bury utility poles to open the view. Ensure viability of sewers and water lines.

Environmental: Historic/Architecture and Historic Archaeology issues would need to be evaluated.

Right-of-Way: Property may be required.

Construction Cost Estimate: \$ 250,000.00 to \$ 3,000,000.00

3 – INNERBELT BRIDGE COMPONENT

Location: This component of the project will be developed in conjunction with the Ohio Department of Transportation (ODOT) and the construction of the Innerbelt Bridge.

Alternatives: It is anticipated that ODOT, through the construction of the Innerbelt Bridge, will provide for the Towpath Trail through this area. It can include major trailhead parking area below bridge structure.

Environmental Regeneration: Based on what is provided for through ODOT, this project will provide for the environmental regeneration/greening of the areas adjacent to the Towpath Trail.

Utilities: No issues with utilities anticipated.

Environmental: No issues anticipated on the NEPA process.

Right-of-Way: No property anticipated to be acquired.

Construction Cost Estimate: \$ 200,000.00

4 – VALLEY OPTION

Location: This component of the project is an alternate route for components 2 and 3. This component of the project will deal with how the Towpath Trail can traverse the area from north of Literary Avenue along the bottom of the slope below University Avenue to the Railroad Bridge.

Alternatives: Issues to be considered include slope stability and views and impacts to adjoining property.

Environmental Regeneration: Provide vegetation to stabilize the slope.

Utilities: No issues with utilities anticipated.

Environmental: Historic/Architecture, Historic Archaeology and Hazardous Materials (Environmental Site Assessment) issues would need to be evaluated.

Right-of-Way: Property will be required.

Construction Cost Estimate: \$ 500,000.00

5a – SCRANTON PENINSULA RIVERS EDGE

THE INFORMATION PROVIDED BELOW IS FOR REFERENCE ONLY. THIS SECTION OF STAGE 4 OF THE TOWPATH TRAIL PROJECT WILL BE DESIGNED AND CONSTRUCTED UNDER SEPARATE CONTRACTS. STAGE 4 DESIGN AND CONSTRUCTION OF THE TOWPATH TRAIL WILL REQUIRE COORDINATION FOR A SEAMLESS TRANSITION BETWEEN THE TWO PROJECTS.

Location: This component of the project will deal with how the Towpath Trail will go north/east from the Railroad Bridge to Eagle Avenue.

Environmental Regeneration:

- Riparian plantings.
- Install approximately 3,000 linear ft. of new fish habitat areas along the river's edge.
- Transform existing marina into 2 acre larval fish habitat as river inlet.
- Terrestrial plantings.
- Educational kiosks.

5b – SCRANTON ROAD

Location: This component of the project deals with how Towpath Trail will be constructed within the Scranton Road Right of Way and compliment 5a.

Alternatives: It is anticipated that the Towpath Trail alignment through this component will be within the public right-of-way. The layout of the alignment shall take into consideration:

- Utility Pole locations.
- Expanded sidewalk as a “joint use trail” through this area.
- Impacts to road lane width, drainage structures, etc. if the curb line has to be moved.
- Develop access points to the Scranton Road Peninsula River’s edge Project (5a).

Environmental Regeneration: No environmental regeneration, outside of possible esthetic enhancements to light poles, etc.

Utilities: Utility Poles and Street Lighting may be impacted.

Environmental: No issues anticipated on the NEPA process.

Right-of-Way: No property anticipated to be acquired.

Construction Cost Estimate: \$ 1,000,000.00

6 – CARTER ROAD CONNECTOR

Location: This component of the project deals with how Towpath Trail will exit the Scranton Peninsula component and enter into Canal Basin Park.

Alternatives: It is anticipated that the Towpath Trail alignment through this component will be within the public right-of-way. The layout of the alignment shall take into consideration:

- Utility Pole locations.
- Expanded sidewalk as a “joint use trail” through this area.
- Impacts to road lane width, drainage structures, etc... if the curb line has to be moved.
- Specifically how to deal with the steel grate decking on the Carter Road Lift Bridge if the location of the Towpath Trail is on the bridge deck.
- Develop 3 options to access the Canal Basin Park “property” from Carter Road.

Environmental Regeneration: No environmental regeneration, outside of possible esthetic enhancements to light poles, etc.

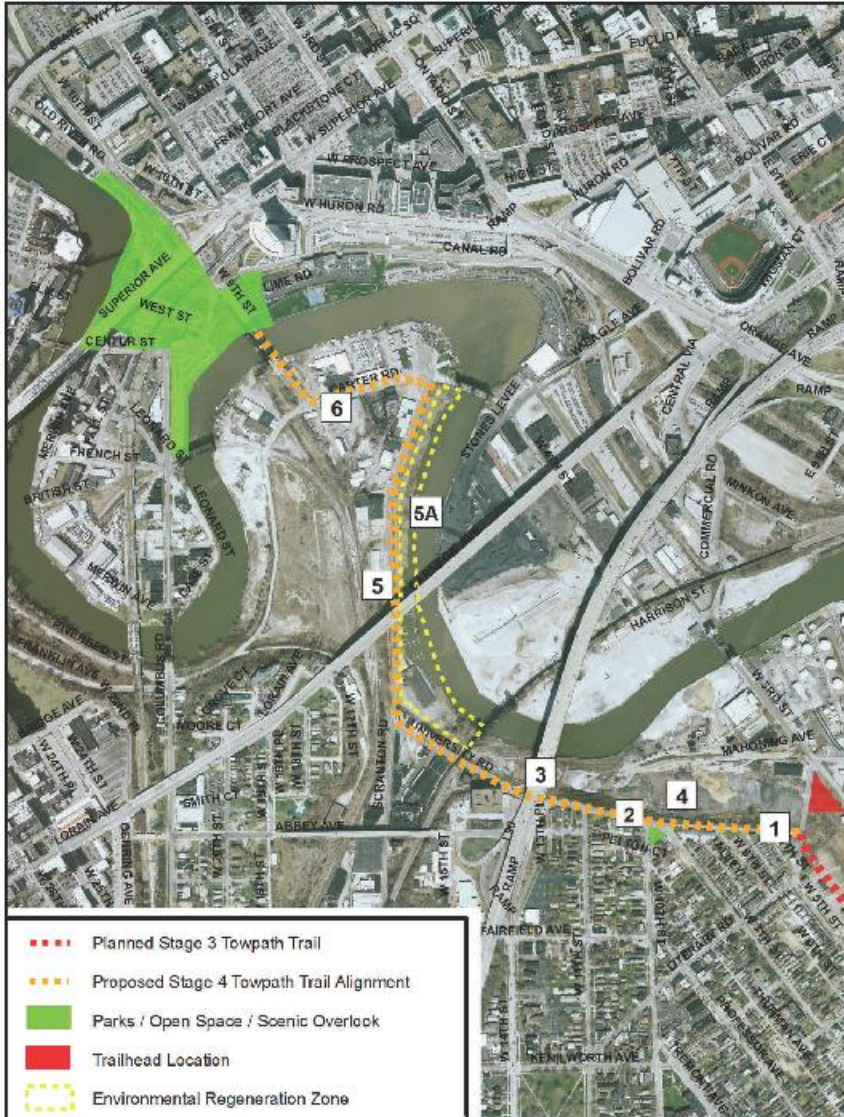
Utilities: Utility Poles and Street Lighting may be impacted.

Environmental: No issues anticipated on the NEPA process.

Right-of-Way: No property anticipated to be acquired.

Construction Cost Estimate: \$ 1,000,000.00

Towpath Trail – Stage 4 – Project Components July 30, 2009



1. **Tremont/Literary Crossing Component**
 Alternative scenarios to segue from Stage 3 terminus to area west of Literary Rd.
 - a) At grade crossing
 - b) At grade crossing w/closed University; residential driveway access maintained
 - c) Bridge crossing over Literary
 - d) Bridge crossing over Literary w/closed University; driveway access maintained

2. **Tremont Ridge Component**
 - a) Issues:
 - i. Slope stability
 - ii. Provide for scenic overlooks
 - iii. University Inn access & parking issues
 - iv. Relocate/bury utility poles to open view shed
 - v. Ensure viability of sewers & water lines

3. **Innerbelt Bridge Component**
 - a) To be developed in conjunction w/ODOT Innerbelt reconstruction project
 - b) ODOT to provide for Towpath Trail construction thru this area
 - c) Phase IV consultant to provide environmental regeneration plan for Towpath

4. **Valley Option – Alternate route for Components 2 & 3, above**
 - a) Determine alternate route beneath University Ave. slope
 - b) Issues:
 - i. Slope stability
 - ii. Views & impacts to adjoining property
 - iii. Vegetation to stabilize slope
 - iv. Property acquisition

5. **Scranton Peninsula**
 Redevelopment of Ferchill & Wolstein properties & riverbank stabilization
 - e) Issues: Environmental Regeneration
 - i. New bulkheading, riparian & terrestrial plantings, site remediation
 - b) Property acquisition

6. **Carter Road Connector**
 Retrofit the Carter Rd. public right-of-way to accommodate the Towpath Trail alignment
 - a) Issues:
 - i. Utility pole locations
 - ii. Expand sidewalk to accommodate trail
 - iii. Modifications to Carter Rd. Lift Bridge steel grate decking
 - iv. 3 options to access Canal Basin Park site from Carter Rd.

04-30-12 Posting Date
SAN-TR 209-0.05
PID No. 90411
Sandusky County
Response Due Date: 05-23-12

The Sandusky County Engineers Office is requesting Construction Inspection services for the Tindall Bridge structural steel painting project. Tindall Bridge is a two (2) span through truss bridge built in 1915 with an overall length of 334 feet and a width of 16 feet. Tindall Bridge it's a one lane bridge with a posted weight limit of 25 tons. The project consists of the complete painting of the structural steel using ODOT's Item 514 Specifications.

This project is classified as a Local Public Agency project with The Sandusky County Engineers Office administering the project and the Ohio Department of Transportation providing project oversight.

The plans are completed and on file with The Sandusky County Engineers Office.

Estimated Construction Cost: \$1,182,500.00

Required Prequalification: NONE

Selection Subfactors:

Qualified firms or individuals performing the inspection must be either a NACE (National Association of Corrosion Engineers) certified coating inspector or a SSPC (The Society for Protective Coatings, SSPC) protective coating specialist or formally trained or retrained by a NACE certified coating inspector or a SSPC protective coating specialist. The training must be current. In addition to the above requirements, the inspector must successfully complete a Bridge Painting pre-qualification course and training offered by ODOT. The course must have been completed within the past four years and an individual course certificate must have been received by the inspector. All in accordance with ODOT CMS Item 514. The Consultant should show experience/expertise in the ODOT inspection, testing and documentation procedures and be capable of providing inspection documentation forms that are acceptable to ODOT and The Sandusky County Engineers Office.

The duration of the construction project is estimated to be 3 months.

It is anticipated that the selected Consultant will be authorized to proceed by July, 2012

Disadvantaged Business Enterprise (DBE) Goal – N/A

Suspended or Debarred Firms

Firms included on the current Federal list of firms suspended or debarred are not eligible for selection.

Selection Procedures

The Sandusky County Engineers Office will directly select a consultant based on the Letter of Interest (LoI). The requirements for the LoI and the Programmatic Consultant Selection Rating Form that will be used to select the consultant are shown below.

Firms interested in being considered for selection should respond by submitting three (3) copies of the Letter of Interest to the following address **by 4:00 PM on the response due date** listed above.

**James R. Moyer, P.E., P.S.
Sandusky County Engineer
2500 West State Street
Fremont, Ohio 43420**

Responses received after 4:00 PM on the response due date will not be considered.

Scope of Services

The Scope of Services document is included below.

Requirements for Letters of Interest, Programmatic Selection Process

- A. Instructions for Preparing and Submitting a Letter of Interest
1. Provide the information requested in the Letter of Interest Content (Item B below), in the same order listed, in a letter signed by an officer of the firm. Do not send additional forms, resumes, brochures, or other material.
 2. Letters of Interest shall be limited to fifteen (15) 8½" x 11" single sided pages. Please provide concise answers and do not provide information that is not requested.
 3. Please adhere to the following requirements in preparing and binding letters of interest:
 - a. Please use a minimum font size of 12-point and maintain margins of 1" on all four sides.
 - b. Page numbers must be centered at the bottom of each page.
 - c. Use 8½" x 11" paper only.
 - d. Bind letters of interest by stapling at the upper left hand corner only. Do not utilize any other binding system.
 - e. Do not provide tabbed inserts or other features that may interfere with machine copying.

B. Letter of Interest Content

1. Project Organization

Provide a project organization chart or listing of key personnel including the project manager and staff members that will be responsible for the inspection work, a brief description of each person's work experience, and an explanation of their project responsibilities. Provide documentation showing current coating inspection training from the NACE (National Association of Corrosion Engineers) or SSPC (The Society for Protective Coatings, SSPC) and ODOT's Bridge Painting pre-qualification course from the firms selected coating inspector for this project. Include key subconsultant staff members also, (if applicable).

2. Describe the capacity of your staff and their ability to perform the work in a timely manner, relative to present workload, and the availability of the assigned staff.
3. Provide a description of your Project Approach, Confirm that the firm has visited the site and address your firm's: 1) Technical approach; 2) Understanding of the project; 3) Your firm's qualifications for the project; 4) Knowledge and experience concerning relevant ODOT and local standards, procedures and guidance documents; 5) Innovative ideas; 6) Your firm's project specific plan for ensuring increased quality, reduced project delivery time and reduced project costs.
4. Provide references from 3 governmental organizations for similar projects completed in the last 5 years.

Items 1 thru 4 must be included within the 15-page body of the Lol. Remaining space within the fifteen (15) pages may be utilized to provide personnel resumes or additional information concerning general qualifications.

**Consultant Selection Rating Form
For Programmatic Selections**

**Project: SAN-TR 209-0.05 Tindall Bridge Painting Project
PID: 90411
Sandusky County**

Firm Name: _____

Criteria	Rating*		Weight		Score
The firm's recent experience in projects comparable to this project.		X	5	=	
The professional background, caliber and qualifications of the firm's key personnel, i.e., those who will be in charge of the work.		X	15	=	
Technical Approach to the project.		X	5	=	
Consultant's Past Performance		X	5	=	
Firm's Current Workload/ Availability of Personnel		X	5	=	
<u>Current</u> coating inspection training documentation.		X	5	=	
				TOTAL SCORE (Maximum Score=200)	

*RATINGS (1) Poor, (2) Fair, (3) Good, (4) Excellent, (5) Superior.

Scope of Services

The Sandusky County Engineers office intends to retain a construction inspection consultant to coordinate all aspects of the quality control and inspection for the structural painting of the Tindall Bridge Painting Project for Sandusky County in accordance with the plans, specifications, and the LPA Federal Local-Let Project Agreement No. 24255. The consultant shall be responsible for performing the duties set forth herein in connection with the construction of the ODOT LPA project as described below.

The construction inspector selected by the consultant for this job must have current certifications in accordance with ODOT's cms 514.04.

The selected consultant shall provide a complete detailed scope of services document, which as a minimum, shall provide services for the following items:

- Perform necessary reporting as required by ODOT.
- Review of project schedule and submissions.
- Attend pre-construction and scheduled progress meetings.
- Perform schedule tracking.
- Provide daily field construction inspection to ensure compliance with the contract documents and specifications including documentation of quantities completed and accepted as well as completing daily diaries.
- Coordinate Quality Control Points with the contractor's Quality Control Specialist in accordance with ODOT's cms 514.04 B.
- Review all contractor reimbursement requests.
- Notify Sandusky County promptly of any change order claims by the contractor.
- Perform on-site prevailing wage interviews.
- Perform final inspection, prepare final punch list items, and project closeout documents.
- Provide As-Built Drawings (if necessary).

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End of Local Government Web Page for Project Notification