



Andrew J. Shahan, P.E., P.S., PMP

**MONTGOMERY
COUNTY ENGINEER**

451 West Third St

P.O. Box 972

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(937) 225-4904 phone

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12-20-2024 Posting Date

Sellars Road Bridge Rehabilitation Feasibility Study

PID No. N/A

Montgomery County Engineers Office

Response Due Date: 01-22-2025

Project Description

The Montgomery County Engineer is soliciting letters of interest and qualifications for design engineering services related to the Sellars Road Bridge Rehabilitation Feasibility Study. The project involves the development of a Structure Type and Feasibility Study for the purpose of applying for a Local Major Bridge Grant in October 2025. This study will also be used as the basis of the engineering services to be performed for the delivery of construction documents. The project is located on Sellars Road/Main Street in the City of Moraine. Two in-line bridges carry traffic over the Great Miami River and Interstate 75. It should be noted that the bridge over I-75 is owned by the Ohio Department of Transportation. A significant level of coordination with ODOT District 7 will be required as a part of this project. The purpose of the project is to remove and replace the deteriorated cantilevered sidewalk system and address other deficiencies, such as pier cap repairs.

Prequalification Requirements

The following prequalification categories must be satisfied by the prime consultant.

ROADWAY DESIGN:

Non-Complex Roadway Design

Complex Roadway Design

BRIDGE DESIGN:

Level 2 Bridge Design

BRIDGE INSPECTION:

Level 1 Bridge Inspection

For the following prequalification categories, the requirement may be satisfied by the prime consultant or a subconsultant.

ROADWAY DESIGN:

Bicycle Facilities and Enhancement Design

Selection Subfactors

- 1) Demonstrate project experience in Level 3 Design Elements, specifically as pertains to haunched girder analysis and design.
- 2) Demonstrate project experience in complex bridge rehabilitation with an emphasis on structures over major highways and/or waterways.



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Estimated Date of Authorization

It is anticipated that the selected Consultant will be authorized to proceed in February 2025.

Completion Schedule

The study is to be completed and on file with the Montgomery County Engineer by September 12, 2025.

Disadvantaged Business Enterprise (DBE) Participation Goal

There are no DBE goals as part of this agreement.

Suspended or Debarred Firms

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

Selection Procedures

The Montgomery County Engineer will select a consultant based on the Letter of Interest (LoI). The requirements for the LoI and the 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 an electronic copy (.pdf format only) of the Letter of Interest to the following address **by 4:00 PM on the response due date** listed above.

Montgomery County Engineer
Attention: David Shields, P.E.
451 West Third Street
PO Box 972
Dayton OH 45422-1260
shieldsd@mcoho.org

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

Scope of Services

The primary objective of the engineering services is the preparation of a structure type and feasibility study for the purpose of successfully securing a Local Major Bridge grant in October 2025. This study should conform to ODOT expectations of such studies so it can be used as a part of the Preliminary Engineering phase of project design. The awarded consultant will be expected to prepare a comparative analysis of different structural solutions to repair or remove the deteriorating cantilever sidewalk system, including:

- Project description
- Purpose and Need Statement
- Description of the existing facility, including roadway geometry
- Maintenance of traffic assessment
- Right-of-way assessment



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- Utility assessment
 - Environmental assessment
 - Line-item cost estimates
 - Description of design criteria
 - Narrative of bridge alternatives, including pertinent plan, profile, and section drawings
 - Comparison of Alternatives, including but not limited to cost, construction, and maintenance of traffic impacts
 - Comparison of alternatives, including a comparative matrix

Requirements for Letters of Interest, Programmatic Selection Process

LOI's must be submitted as a single document for each request for LOI's with a one-page cover letter. In addition, for each project, provide the following using the published template:

- 1-page summary of the consultant's project team including key staff and subconsultants, prequalification categories, and current assignments.
- 2-page project approach

All text must be a minimum of 10-point font size, with 1-inch margins on an 8.5" x 11" page adhering to the page number limits specified above. A template is available for download at <https://engineer.mcoho.org/projects/consultant-selection/>

The selection committee will rely on a combination of a firm's statement of qualifications (SOQ) on file with our office, ODOT prequalification, previous experience and the LOI when selecting firms.



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Consultant Rating Form
Programmatic Selections

Project: Astoria Road Stream Restoration

PID: N/A

Project Type: Stream Restoration

Selection Committee Member:

Firm Name:

Category	Total Value	Scoring Criteria	Score
Project Manager	20	See Note 1	
Strength/Experience of Assigned Staff including Subconsultants	15	See Note 2	
Consultant's Past Performance	10	See Note 3	
Firm's Current Workload/ Availability of Personnel	5	See Note 4	
Selection Subfactor (1)	25		
Selection Subfactor (2)	10		
Typical Project Approach	15		
Total	100		



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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 larger role for the project manager.
2. The experience and strength of the assigned staff, including subconsultant staff, should 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 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 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 workload and availability of qualified personnel, equipment and facilities 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 work with staff members named in the letter of interest.