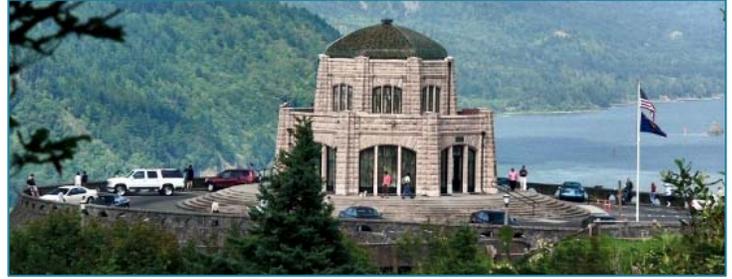


Crown Point Pedestrian Viaduct Rehabilitation: Scope of Work



The Crown Point Viaduct and adjacent roadway are part of the Historic Columbia River Highway (HCRH). The HCRH is one of only two roads in the United States designated as a National Historic Landmark, a National Scenic Byway (All-American Road), and a National Historic District.

It is estimated that 1 million tourists per year enjoy the natural beauty of the Columbia River Gorge and experience the HCRH, historically termed the “King of Roads.” The roadway fits into its natural surroundings, provides access to a number of scenic wonders and recreational sites, and enhances the visitor’s experience of the Gorge.

Built in 1914, the HCRH Crown Point Viaduct is nearly 100 years old and requires its first major restoration and rehabilitation effort. Maintenance or preservation will, to the extent practical, be aimed at restoring the original appearance of this unique asset.

The viaduct was originally designed for pedestrian use only. Today, many visitors arrive by tour buses. In addition to other repair work, the rehabilitation effort needs to accommodate the wheel loads of a tour bus should it happen to jump the curb.

The RFP will provide a baseline rehabilitation concept along with structural calculation methodology. Rehabilitation of the Viaduct will require compliance with the Secretary of the Interior’s Standards for the Treatment of Historic Properties (located at www.nps.gov/history/hps/tps/standguide/) along with the Columbia River Gorge National Scenic Area Management Plan, accompanying Visual Standards, and the Multnomah County Hillside Development Permit Requirements.

The Design-Builder is responsible for reviewing existing reference materials and the provided engineering data to determine the best solution for the Agency. Proposals will be required to present a summary rehabilitation plan along with staging and traffic control plans, incorporating mitigation of tourism impacts.

The Agency expects to provide survey basemaps, geotechnical characterization, land use permit requirements, environmental permit coordination requirements and “a viable solution”. The Agency will remain responsible for NEPA environmental clearance, land use permitting, and compliance monitoring. The Design-Builder shall provide design support to the permitting efforts and compliance with all permit conditions. The Agency, together with the Design-Builder’s support, will prepare the Section 106 Finding of Effect, and obtain SHPO concurrence.

The Agency will be responsible for public outreach with the support and participation by the Design-Builder. The Agency expects to provide quality management and documentation with the Design-Builder’s support and contract compliance. The Design-Builder will have responsibility for construction quality control. The Design-Builder’s designer must provide standard design quality control. The RFP will require the Design-Builder to delineate the quality control efforts envisioned for the Crown Point Viaduct project.

The roadway adjacent to, and surrounding the viaduct, is being investigated for improvements to subgrade and pavement. The Agency expects to provide in the RFP the pavement design along with assumptions should subgrade or the roadway structure need repair. Optional price items will be included in the RFP should roadway improvements be determined necessary, following the current pre-design investigations.



Disclaimer: This information is being made available for informational purposes prior to release of the Request for Proposals (RFP) to help familiarize potentially interested parties with the project and does not include all information which will be provided with the RFP. The official Engineering Data and Reference Documents to be used in preparation of Proposals will be included with and/or referenced in the RFP. There are no warranties, expressed or implied, that apply to this data. The consideration or use of this data is solely at the discretion of the reader.