



**Oregon Department of Transportation**

# **NEWS RELEASE**

**Region 1** *Columbia, Washington, Multnomah, Clackamas and Hood River Counties*

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Project Web site: [www.oregon.gov/ODOT/HWY/REGION1/MLK/index.shtml](http://www.oregon.gov/ODOT/HWY/REGION1/MLK/index.shtml)

## **Public hearing set to discuss MLK, Jr. Blvd. Viaduct alternative bidding method**

**Tuesday August 2, 2005, at 1:30 p.m. in the first floor public meeting room of ODOT's Region 1 Headquarters, 123 NW Flanders St., Portland, ODOT will hold a public hearing to receive comments on a request for an exemption from competitive bidding for the replacement and upgrade of the Martin Luther King, Jr. Boulevard and Grand Avenue viaducts on OR 99E. ODOT is requesting the use of an alternative bidding method known as A plus C plus D bidding.**

### **Overview of bidding methods**

Oregon law generally requires that public contracts be based on competitive bidding and be awarded to the lowest responsive and responsible bidder. ODOT has traditionally used this low bid approach: The project is first designed and then the design is put out for bid; the low bidder is awarded the contract.

But the law allows exemptions from competitive bidding when specialized expertise is required or the project is technically complex. The A plus C alternative method of bidding, also known as Price plus Technical Qualifications bidding, bases contract awards on both price and quality. Contractors specify a bid amount for the work ('A' component) and also complete a technical qualifications form ('C' component), addressing such factors as technical excellence, management capability, personnel qualifications, prior experience, past performance or schedule adherence. ODOT used this alternative bidding method on the 1997 Interstate Bridge lift span trunnion replacement project and on the current St. Johns Bridge rehabilitation project. For the MLK, Jr. Blvd. viaduct project, an additional 'D' component will score a contractor's technical approach.

## **Viaduct replacement/upgrade project**

The MLK, Jr. Blvd. Viaduct (southbound) was originally constructed in 1936 on woodwaste and unconsolidated fill material, and has undergone significant settlement. In 2002, ODOT spent more than \$700,000 reinforcing the viaduct to keep it in service. It is currently load-limited to 50,000



lbs. The Grand Avenue Viaduct (northbound) was added in 1965; it is considered functionally obsolete. These structures carry almost 60,000 vehicles per day, on average.

In spring 2006, ODOT will award an approximately \$44 million contract to replace the Martin Luther King, Jr. Blvd. viaduct and upgrade the Grand Avenue viaduct, including:

- ◆ Architectural features sympathetic to the removed historic viaduct, including an open railing, historic-style lighting, prominent pylons and crash-tested balustrade
- ◆ Access on and off southbound OR 99E at Taggart Street via a jug-handled “T” intersection
- ◆ Access for northbound traffic onto OR 99E at Woodward Street with an acceleration lane
- ◆ Improving the northbound exit from OR 99E to Woodward Street
- ◆ Adding a dedicated left turn lane on eastbound Woodward at 6<sup>th</sup> Avenue
- ◆ Maintaining the northbound Division Street ramp
- ◆ Closing the slip ramp exit from northbound OR 99E at Taggart
- ◆ Improving SE 4<sup>th</sup> Avenue from the north end of the Springwater Trail to SE Caruthers Street
- ◆ Constructing an eight-foot-wide sidewalk and six-foot-wide shoulder/bikeway along the western edge of the MLK, Jr. Blvd. viaduct and a seven-foot-wide sidewalk and five-foot-wide shoulder/bikeway on the eastern edge of the Grand Ave. Viaduct
- ◆ Integrated pedestrian ramp and stair systems at Division Place on both sides
- ◆ Landscaped bridgehead areas, median planters and planters between bridge spans in some areas
- ◆ Seismic upgrades of the Grand Avenue Viaduct

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