



Oregon

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To: ODOT Project Delivery Staff
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From: Tony Snyder, PE, ADA Program Director

Subject: ADA Technical Services Memo - Alternative Project Delivery Process for ADA Delivery Program Curb Ramp only projects

PURPOSE

The purpose of this guidance is to outline the alternative project delivery process to deliver Americans with Disabilities Act curb ramp only projects.

A lawsuit regarding the deficiency of ADA curb ramps and audible pedestrian signals was brought against ODOT in 2017. A settlement was reached, wherein ODOT agreed to remediate approximately 26,000 ADA curb ramps within 15 years. The total of all the ADA curb ramp work was split into three reporting periods. ODOT agreed to deliver 30% new or reconstructed ADA curb ramps within the first reporting period, which ended December 31, 2022. A total of 75% of ramps need to be remediated in the second reporting period, which ends December 31, 2027. This guidance will help expedite the delivery of ADA curb ramps **within the second reporting period**.

Both ODOT and Federal Highway Administration acknowledge and accept that these projects have a higher than standard level of risk. The delivery approach outlined here is limited to the process for acquiring and certifying right of way, National Environmental Policy Act clearance, utility relocation work, and some of the phase gate deliverables which are detailed below.

BACKGROUND

ADA curb ramp projects typically consist of minor construction (removal of old ramps, minor excavation, and concrete work) of ADA curb ramps at intersections. It is estimated approximately 50% of the intersections can be constructed without additional right of way, minor utility adjustments, and little to no environmental impacts. The remaining 50% are estimated to require additional work in right of way, utilities, and/or environmental clearances.

To deliver the ADA curb ramps within the required timeframe, a project delivery process has been developed to deliver the ADA Delivery Program curb ramp only projects with bid openings in 2024 through 2027. Projects identified in Table 1 will be delivered by creating batches of ready-to-construct ADA curb ramps for construction. Approximately 50% of ADA curb ramps will be certified at PS&E and begin construction in the first year. The remaining ADA curb ramps will then be cleared in batches as the right of way, utility coordination and environmental work is

completed. Once the subsequent batches of ADA curb ramps are cleared, construction notice to proceed will be provided to the contractor.

Table 1 for 2024-2027 ADA Tech Services Memo – ADA Curb Ramp only Projects eligible for ROW/Environmental/Utility certification batching		
Region	Key #	Project Name
1	23492	OR211/US26 curb ramps (Molalla/Sandy) {new child project of K21488}
1	22978	<i>Portland Metro area 2024-2027 ADA curb ramp design, phase 1 {design phase only}</i>
1	23612	Portland Metro Area 2024-2027 curb ramps, phase 1
1	23692	Portland Metro Area 2024-2027 curb ramps, phase 2
1	23734	Portland Metro Area 2024-2027 curb ramps, phase 3
1	23748	Portland Metro Area 2024-2027 curb ramps, phase 4
1	23762	Portland Metro Area 2024-2027 curb ramps, phase 5
1	23763	Portland Metro Area 2024-2027 curb ramps, phase 6
1	23905	Portland Metro Area 2024-2027 curb ramps, phase 7
1	23906	Portland Metro Area 2024-2027 curb ramps, phase 8
1	23907	Portland Metro Area 2024-2027 curb ramps, phase 9
1	23908	Portland Metro Area 2024-2027 curb ramps, phase 10
1	23770	OR8 curb ramps (Beaverton & Hillsboro)
1	23771	OR224 & OR213 curb ramps (Happy Valley & Mulino)
1	23772	OR141 curb ramps (Durham)
2	22985	<i>Northwest Oregon 2024-2027 ADA curb ramp design, phase 1 {design phase only}</i>
2	23764	OR214 curb ramps (Mt. Angel)
2	23774	OR47 curb ramps (Banks)
2	23775	US20 curb ramps (Corvallis)
2	23737	OR99W/OR153 curb ramps (Amity)
2	23846	Astoria-Cottage Grove curb ramps

2	TBD	Design-bid-build clean up ramps
2	TBD	Design-bid-build RxR ramps
3	23062	<i>Southwest Oregon 2024-2027 ADA curb ramp design, phase 1 {design phase only}</i>
3	23767	Myrtle Point/Gold Beach/Brookings/Roseburg
3	23069	<i>Southwest Oregon 2024-2027 ADA curb ramp design, phase 2 {design phase only}</i>
3	23844	Myrtle Point/Bandon/Reedsport/Gold Beach/Roseburg/Brookings
3	23063	Jackson County curb ramps, phase 4
3	TBD	Jackson County curb ramps, phase 5
5	22754	<i>Eastern Oregon 2024-2027 ADA curb ramp design {design phase only}</i>
5	23685	North Powder/Richland/Halfway curb ramps
5	23755	Eastern Oregon 2024-2027 ADA curb ramps, phase 2
5	23756	Eastern Oregon 2024-2027 ADA curb ramps, phase 3
5	23757	Eastern Oregon 2024-2027 ADA curb ramps, phase 4
5	23758	Eastern Oregon 2024-2027 ADA curb ramps, phase 5

This guidance outlines the overall batching process in multiple different program areas. Each program area may develop guidance to provide additional clarity and procedures needed to meet the intent of the ADA curb ramp project batching. The program areas are:

1. Authorization/delivery/certification.
2. Statewide Transportation Improvement Program requirements.
3. Right of way funding.
4. Right of way acquisition.
5. NEPA and environmental documentation.
6. Utility coordination.
7. Phase gates and Plans Specifications & Estimates acceptance; and
8. Construction.

1. Authorization/Delivery/Certification

For projects using batching as identified in Table 1:

- The preliminary batch of each project will consist of ADA Curb ramps that can be cleared and certified at PS&E. The preliminary batch will include ADA Curb ramps that can be constructed without additional right of way, without complicated utility coordination and without complex environmental constraints.

- The ADA Curb ramps that are to be constructed in the preliminary batch will be identified in Table 00180.50 (h)(1)-1 of the boilerplate special provisions. The remaining ADA Curb ramps will be identified in Table 00180.65-1 as no-work and include the expected clearance date. Construction on the no-work ADA Curb ramps will not begin until notice to proceed has been issued. SIMS and FHWA will authorize the construction for the preliminary batch and each subsequent batch.
- Each project may have several batches to complete the entire project. Creating batches will serve to deliver the entire project efficiently by balancing the need to keep the contractor working and ODOT's need to complete the utility, right of way and NEPA and environmental processes. Prior to the contractor receiving a NTP on a particular batch of ADA Curb ramps listed in Table 00180.65-1, the batch must be approved by SIMS and FHWA for construction. In order to receive approval to authorize construction and to issue NTP, the batch must have a right of way certification, final/approved NEPA document, and utility agreement (as needed.)
- The request for funding authorization of the right of way and utility phases can be when the necessary information is available. This could occur prior to or simultaneously with authorization of construction of the preliminary batch. Project NEPA and environmental documentation can cover one batch or several batches. The NEPA and environmental work can begin at any time there is enough project information. Batches following the initial authorization should be kept to a minimum to aid in environmental process efficiency and in keeping with this agreed-upon alternative delivery approach for these ADA curb ramp projects. All subsequent batches should be submitted under the same project key number as the preliminary batch. Once authorized, the contractor can receive a NTP on the ADA curb ramps included in each batch.

2. STIP Requirements

The right of way and utility phases should be estimated using a standard multiplier supplied by Right of Way. The multiplier will be applied to the number of files requiring right of way/utility work to determine the full funding needed for the right of way phase.

3. Right of Way Funding

The ODOT programming coordinator will submit the project key number right of way phase authorization request to SIMS.

Standard Acquisition (Non-Batched Projects)

If it is anticipated that all right of way files will be acquired prior to the PS&E date, project teams may opt to not utilize the batching process. If this decision is made, *the ROW project manager will follow the standard right of way authorization process per the Right of Way Manual.*

Although it is not mandatory, it is highly recommended that every project has a preliminary certification completed and submitted to the Programming Coordinator. That way, if additional

files that were not anticipated are needed later in the project, the project team will be able to use the batching process.

Note: The decision to use batching must be made prior to right of way authorization. If there is a chance batching may be needed, the preliminary certification should be utilized to avoid issues with the certification process later (i.e., having to do a Cert 3.) A project cannot be switched to batching once it has been authorized, due to FHWA program requirements.

Batching

SIMS will enter the request into FMIS, where FHWA will advance construct the funding for the entire right of way phase amount requested in the project. SIMS will open a right of way expenditure account.

As right of way descriptions are written and groups of files become ready for acquisition, the ROW project manager will submit packets containing:

1. Legal descriptions.
2. Maps.
3. Estimates.
4. Agreements (if applicable); and
5. NEPA documentation and/or Map-21 forms (for the initial request only).

It will be the programming coordinator's responsibility to allocate the amount of funding required for each batch of files as they come in and to keep track of the remaining funding available to the project. The programming coordinator will work closely with SIMS and the ADA Project Delivery Manager if additional funding is needed on a specific key number.

4. Right of Way Acquisition

The right of way acquisition process for acquiring files follows the guidance outlined in the ODOT ROW Manual except for a few minor exceptions. These exceptions include:

- Funding/Authorization as outlined above.
- Certification of right of way and batches as generally outlined above. Certification will happen by PS&E and in subsequent batches. Corners or Mid-block crossings that are known to contain enough right of way for the construction of new or altered existing ADA curb ramps will be certified for construction using an ADA ROW Certification Form, a NEPA document and the 00180.50(h)(1)-1(Work Now) and 00180.65-1(No Work) tables from the special provisions. As files are acquired, additional batch certifications can occur allowing Construction to access additional areas within the project. Each subsequent batch will contain a ROW certification listing the files included in the certification along with a copy of the 00180.65-1 special provisions. A utility certification and a NEPA document are also required for each additional certification. Each project may contain multiple batches; however, it may be prudent to keep the number of total batches small to facilitate good record keeping. Prioritization of batch clearances will be coordinated with the resident engineer and ADA program.

- Right of Way will primarily be purchased in Easements (Permanent Easements, Temporary Easements), and in certain circumstances in Fee. If there will be a relinquishment at the end of the project, it is important to document if the local public agency requires Permanent Easement or Fee and acquire accordingly.

If the work can be constructed with temporary use of the abutting owners' property and with minimal impacts outside of the existing right of way, then a Temporary Easement for Work Area and the V-file process should be utilized if applicable.

If ADA improvements extend beyond the existing right of way line, then a Permanent Easement for Highway Right of Way Purposes will be typically utilized. It should be noted that in certain circumstances (encroachments, hazmat issues, etc.) then a Permanent Easement for Sidewalk may be more appropriate.

There may be some circumstances where it is more appropriate to acquire the right of way in fee, i.e., in order to maintain consistency with the ownership of the adjacent right of way in the corridor, when the local public agency receiving the relinquishment require fee title, or upon request by the property owner if applicable.

- ADA Administrative Determination of Just Compensation forms and processes, General Information Notice/Valuation Inspection Notice, the use of a modified Right of Way Information Tracking System v-file process for temporary easements for construction only and other right of way specific guidance is defined and controlled by Right of Way Bulletin RW 21-01(B). Please refer to Bulletin RW 21-01(B) for further clarification.

5. NEPA and Environmental Documentation

The preliminary batch of each project will consist of ADA curb ramps that require little to no additional right of way or complex utility relocations. All work will require minimal environmental clearances. A Programmatic Categorical Exclusion Approval will be prepared for the preliminary batch prior to PS&E.

Subsequent batches of each project that require further environmental clearances will receive a PCE Approval for that batch after PS&E upon completion of environmental clearances. Complete the NEPA and any associated environmental documentation prior to NTP by the agency resident engineer to the construction contractor for construction of those ramps.

Table 00180.50 (h)(1)-1 (Work Now) in the project special provisions will clearly identify which ADA curb ramps are cleared for the preliminary batch (first year of construction.) Table 00180.65-1 will identify which ADA curb ramps require additional NEPA and environmental clearances prior to NTP for any subsequent batches. Note: The initial PCE Approval document will list the ADA curb ramps cleared environmentally, and that list should be greater than or equal to the ADA curb ramps included in Table 00180.50 (h)(1)-1 in the special provisions.

6. Utility Coordination

The utility coordination process is guided by the ODOT Utility Manual. Deviations are being allowed for the projects identified throughout this document. The following is the process for utility coordination:

Letter of initiation can be found on the [Utilities website](#). This communication will be sent with concept plans before the corner is fully designed and act as a way to initiate contact with the utility companies within the project limits. It is not a replacement for 1st Notice which will be issued once design acceptance package plans are available. It will give the utility company a preliminary notice that a project will be coming soon which allows them to begin reviewing their maps.

First notice will be sent once DAP plans are available with details allowing the utility to fully evaluate the project impacts. Per ORS OAR 734-055-0045(2) each utility has 30 days to review and respond. Any utility that has an assumed impact will be placed in the second batch of projects released to the contractor giving them time to relocate if necessary, and any utility who responds with new information stating a conflict will be placed in the second batch. Utilities who confirm they have no impacts or fail to respond with the assumption of no impact will be placed in the preliminary batch of corners released to the contractor.

Relocation time requirement letter, [Form 734-5157](#) will be issued. The relocation timing must have work complete before the second batch release. If additional right of way is needed for the relocation of a utility, a waiting period of 30 days from date of payment is required. The Region Utility Coordinator assigned to the project should be contacted for the approval to relocate.

If there are reimbursable utilities in the project, the locations will automatically be placed in the second or subsequent batch released to the contractor. Follow the reimbursable process per the ODOT Utility Relocation Guide. Contact the State Utility Liaison as soon as a Utility is determined to potentially be reimbursable to start the process.

If additional work agreements are needed on the project, these locations may be included into either batch once the agreements are in place pursuant to the Utility Relocation Guide.

Utility certification will be issued with each batch of the project. The preliminary certification will be by PS&E and will include the corners that don't have any utility impact. A list will be given with each certification to indicate which locations are included. Along with the Utility Certification Form, each packet should include locate tickets for the applicable locations, along with first and second notices.

7. Phase Gates and PS&E Acceptance

The Statewide Project Delivery Branch (SPDB) through the ADA Program, has made changes to the change management request (CMR) signature process.

Each CMR should be completed in the CMR Portal by the TPM/RE-CP and approved by ADA Project Delivery Manager. Once these approvals have been received, it is the responsibility of the

TPM/RE-CP to let ADA Program STIP coordinator know so she can proceed with any necessary STIP amendment. While the amendment is in the CMR signatures queue, the TPM/RE-CP will obtain all other signatures needed on the CMR. No project phase will be obligated without a fully approved and signed CMR. Key number for the construction project can be requested from ADA Program STIP Coordinator at this time. Once the construction key number is obtained a bucketed placeholder bid date request should be sent to the Pre-Letting Specialist in Project Controls Office.

To address outstanding project environmental, right of way and utility permit/clearances, at the PS&E phase gate, the [Final PS&E Submittal Checklist](#) has been modified to capture necessary information for the curb ramps and prevent any unnecessary delays. The modified form is posted on the Project Delivery Portal under Forms section.

Special provision language for 00180 has also been created to document which ADA curb ramps are in the preliminary batch ready for construction and which ADA curb ramps need additional clearance before beginning construction work. Ramps with outstanding issues must be clearly identified on the project plans at PS&E.

8. Construction

Work typically completed prior to PS&E will continue after bid opening, but prior to construction of ADA curb ramps not cleared in the preliminary batch. The following are additional responsibilities to standard project delivery:

ODOT Project Teams (ADA Projects): Responsible for completing clearances and certifying ADA curb ramps listed in 00180.65-1 after PS&E submittal.

Any ADA curb ramps that cannot be cleared for ROW/utilities/environmental during the contract schedule will either need to be pulled from the contract by contract change order or time extension be granted. The project team will need to work with the agency project manager (RE/RE-CP) regarding ramps that fall into this category.

ODOT Right of Way Project Manager: Responsible for completing clearances and certifying ramps listed in 00180.65-1 after PS&E submittal. Prioritization of batch clearances will be coordinated with the resident engineer and ADA program.

ODOT Region Environmental Coordinator (REC): Responsible for completing and obtaining all environmental clearances and certifying ADA curb ramps listed in Table 00180.50 (h)(1)-1 for batch 1 prior to PS&E submittal and in Table 00180.65-1 for subsequent batches after PS&E submittal. Coordinate with other environmental disciplines and internal and external partners as required to receive environmental clearances and permits.

Project Design Lead (TPM/RE-CP): Responsible for monitoring and assuring clearance and certification are completed for ADA curb ramps listed in 00180.65-1 after PS&E submittal. The project lead will also coordinate release of subsequent batches of ADA curb ramps with the project manager.

Project Manager (RE/RE-CP): Responsible to ensure that clearance and certification is provided for ADA curb ramps listed in 00180.65-1 prior to issuing notice to proceed for construction of those ramps. The RE/RE-CP should also review the sequencing, batching and contractibility of the project to help inform prioritization of future batches.

Any ADA curb ramps that cannot be cleared for ROW/utilities/environmental during the contract schedule will need to be pulled from the contract by contract change order or granted a time extension.

ADA Program: Responsible for assisting project teams in tracking ADA curb ramp batches and editing guidance as needed if/when new issues or challenges become known.

DEFINITIONS

ADA: Americans with Disabilities Act.

ADA Curb Ramps: The term ADA Curb Ramps, as used in this technical bulletin, are those projects which require ADA curb ramps be either constructed or reconstructed in order to comply with state and federal guidelines.

Curb Ramps:

- (1) Newly constructed or altered streets, roads and highways must contain ADA curb ramps or other sloped areas at any intersection having curbs or other barriers to entry from a street level pedestrian walkway.
- (2) Newly constructed or altered street level pedestrian walkways must contain ADA curb ramps or other sloped areas at intersections to streets, roads or highways.

Certifying Ramps: The term certifying ramps, as used in this guidance, refers to ensuring that the ADA curb ramps listed in Table 00180.50 (h)(1)-1 for batch 1 prior to PS&E submittal and in Table 00180.65-1 for subsequent batches after PS&E submittal are cleared for right of way, utilities, and environmental prior to proceeding to construction.