

**Letter of Clarification No. 4  
Design-Build Project**

**RFP Reference Document**

**Date: February 6, 2025**

**To: Shortlist**

**Prepared By: Megan Saunders**

**Subject: Northwest Oregon 2024-2027, ADA Curb Ramps, Phase 2 Design-Build Project  
Design-Build Project**

RFP and Forms - The following are the Agency's responses to Bidders' questions/requests for clarification

**Question 1:** Does Executive Order No. 24-31 regarding Project Labor Agreements apply to this Contract?

**Response 1:** ODOT is exercising the exemption under the EO such that a PLA will not be required for this Project.

**Question 2:** In the DB Agreement, Attachment B - Boilerplate Technical Special Provisions states that it will be incorporated via Addendum. Can ODOT provide a timeline as to when we will have access to these Special Provisions?

**Response 2:** Please see Addendum 2.

**Question 3:** Will ODOT allow pedestrian detection (when present) at a signalized intersection to be out of service during construction when a pedestrian detour route is available and/or for the minor street crossing with the pedestrian phasing in recall?

**Response 3:** The Design-builder may request detection to be down at signals or pedestrian push buttons to be approved by the Agency as noted in DB141.31. Agency approval is based on time of day, duration, and impact to operations.

**Question 4:** Besides the resume for the DBE Program Administrator/Liaison, are any other resumes required to be submitted with the Proposal? For example, if we add additional key personnel and go through the process set forth in Section 2.09, do we need to include those resumes in the proposal as well?

**Response 4:** Resumes are only required as listed in the RFP Section 4.06. If the section does not specifically require a resume, then it is not required.

**Question 5:** Please clarify - if our team decides to show a key role identified by ODOT in the DB agreement on our org chart, do we need to gain approval for that individual as an added key person through the process set forth in Section 2.09?

**Response 5:** RFP Section 2.09 only applies to the positions submitted as part of the RFQ/SOQ stage. If the position was not included as part of your SOQ and is being included as part of the RFP then Section 2.09 does not apply. Please also see Q3 of LOC3.

**Question 6:** Currently there are sidewalk closures in place without a supporting closure order in the Appendix. Are these closures to be removed or is ODOT going to provide the order(s)?

**Response 6:** If it is a Settlement Curb Ramp location on the inventory matrix, then the design-builder is responsible for doing the work to bring it to compliance. This could include paperwork and/or installing and inspecting barricades.

**Question 7:** DB141.57(c)2.b Is it the Design-Builders' responsibility to provide a storage facility for personal property of homeless campers that are removed from the site.

**Response 7:** The Design-Builder shall work with the agency to identify a location, often times this is a district facility. In the case that a district facility is not near the work location, the Design-builder may have to provide a location, but it should be assumed that additional ROW or rental of a space would not be required of the Design-builder. Storage facility is not required – please see Guidelines for Removing Personal Property from Illegal Campsites as referenced in DB141.57.

**Question 8:** Are there any Region or ADA program sign policies, written or otherwise, the Design-builder will be required to observe for this project? May the design-builder re-use sign faces from impacted street signs? May the design-builder re-use existing signposts from impacted street signs? What is the Agency's direction for the re-use of signposts and sign supports that are not crash or MASSH rated?

**Response 8:** Per RD21-04(B): When curb ramp program projects impact other features like signs, the feature will be restored to the condition and function they were before the project. Section 1.2.2 of the ODOT Traffic Sign Design Manual gives guidance on the reuse of existing signs. Section 1.2.3 covers the reuse of existing sign supports. It is assumed that an engineer of record would not reinstall a sign that is regulatory and not functional for liability reasons.

**Question 9:** Unique ID's in the inventory matrix appear to be variable, sometimes identifying to the individual ramp level and at other times identifying to the location and then listing multiple ramps under that unique ID, up to 3. What information in the Inventory matrix defines the number of ramps to be built by the Design Builder?

**Response 9:** Column AM in the inventory matrix indicates number of ramps to be built.

**Question 10:** Is the intent of Price Center Proposer's Design Units in Form SP to match the associated cities and counties of the Price Center?

**Response 10:** Proposer should subdivide Price Centers into Design Units per the instructions in RFP Section 4.06, Subsection 3 - Technical Approach.

**Question 11:** According to DB141.31(c)(9), the Design-Builder is responsible for any traffic analysis. ODOT's Work Zone Traffic Control web page and Work Zone Analysis Manual provides instruction and information on use of the work zone traffic analysis tool, including where to obtain traffic volume data. The DB team is aware of the open-source traffic data that is available on ODOT's Traffic Counting web page. The manual acknowledges that "ODOT's individual counts cannot be retrieved by parties outside of ODOT at this time." Can ODOT provide all available traffic volume data (ODOT's individual counts) and other available in-house data (AADT, annual growth rates, truck percentages, seasonal trend data) to the DB team by April 1, 2025. Or can ODOT commit to providing requested traffic count data within 2 working days from receipt of a request?

**Response 11:** We are providing the root traffic data from the work zone analysis conducted to date. ODOT is happy to provide data when specifics, such as location and mile points are provided. However, most of the additional data required for the analysis can be found at the following websites without having to wait for ODOT response:

- [Oregon Department of Transportation : Traffic Counting : Data & Maps : State of Oregon](#)
- <https://ordot.public.ms2soft.com/tcds/tsearch.asp?loc=Ordot&mod=TCDS>

If there is individual day data, it is viewable to the public. That data is limited, but you can go to location 15170 and click to see the detailed data to be able to see what type of information is available.

Individual counts are also available here:

[TMC - Dashboard](#)

The question for the two-week turnaround is too broad. Please add more detail on type of data (i.e, intersection, tube counts) and is this existing data or data we would be collecting for us to be able to respond with a commitment. For now 21 calendar days is the assumption of any turn around for an RFI on the project.

**Question 12:** As a follow-up to LOC 3, Question 2b where the response indicated needing more explanation: We are wondering if ODOT would anticipate using the ROW process to obtain permanent rights for facilities (signal equipment, street signs, e.g.) that are currently

outside the ODOT ROW. The specific case we were asking about is where a facility is outside the current ODOT ROW, the facility is not impacted by the work, but where the Design-Builder is requesting a temporary easement to complete the work. Would ODOT require that the TCE become a permanent take to expand the ODOT ROW to encompass the facility?

**Response 12:** It is site dependent. Generally, if it is reasonable to obtain the permanent rights for an existing facility outside ODOT ROW, it is being acquired with the ADA Program projects at locations with TCE. However, the decision is ultimately site specific, with the magnitude of the ROW acquisition factored into the outcome. To note, timelines between a permanent and TCE are assumed to be the same for a location.

**Question 13:** Are there any Region or ADA program sign policies, written or otherwise, the Design-builder will be required to observe for this project related to re-using the existing signs and posts? May the design-builder re-use sign faces from impacted street signs? May the design-builder re-use existing sign posts from impacted street signs? What is the Agency's direction for the re-use of sign posts and sign supports that are not crash- or MASH- rated?

**Response 13:** Please see Q8 above.

**Question 14:** Per DB141.21(b)(1) Accessibility part b.1 "Parallel curb ramps shall only be constructed when site conditions prohibit the use of combination or perpendicular curb ramps." Is the need to acquire additional right-of-way an adequate condition that prohibits the use of combination or perpendicular curb ramps?

**Response 14:** See RD21-04(B) for details on when right-of-way may be considered in ramp type. The parallel ramp may be used in cases identified in RD21-04(B) where combination and perpendicular curb ramps would otherwise require right-of-way, such that it does not present any safety issues or conflict with other standards/best-practices (for example, skew of the crossing).

Acquisition of right-of-way to construct combination or perpendicular curb ramps is a condition that allows consideration of parallel curb ramps. Curb extensions should also be considered, especially at locations with on-street parking, if that would provide sufficient space for directional curb ramps, not negatively impact vehicular turning movements/drainage, and is supported by the local jurisdiction.