



**Oregon
Department
of Transportation**

Pre-Proposal Informational Meeting

C15536 / K23029

Northwest Oregon 2024-2024 ADA Curb Ramps, Phase 2 Design-Build Project

Please make sure your microphone is muted.



Agenda

- Introductions
- Solicitation Information
- Project Details
- Questions

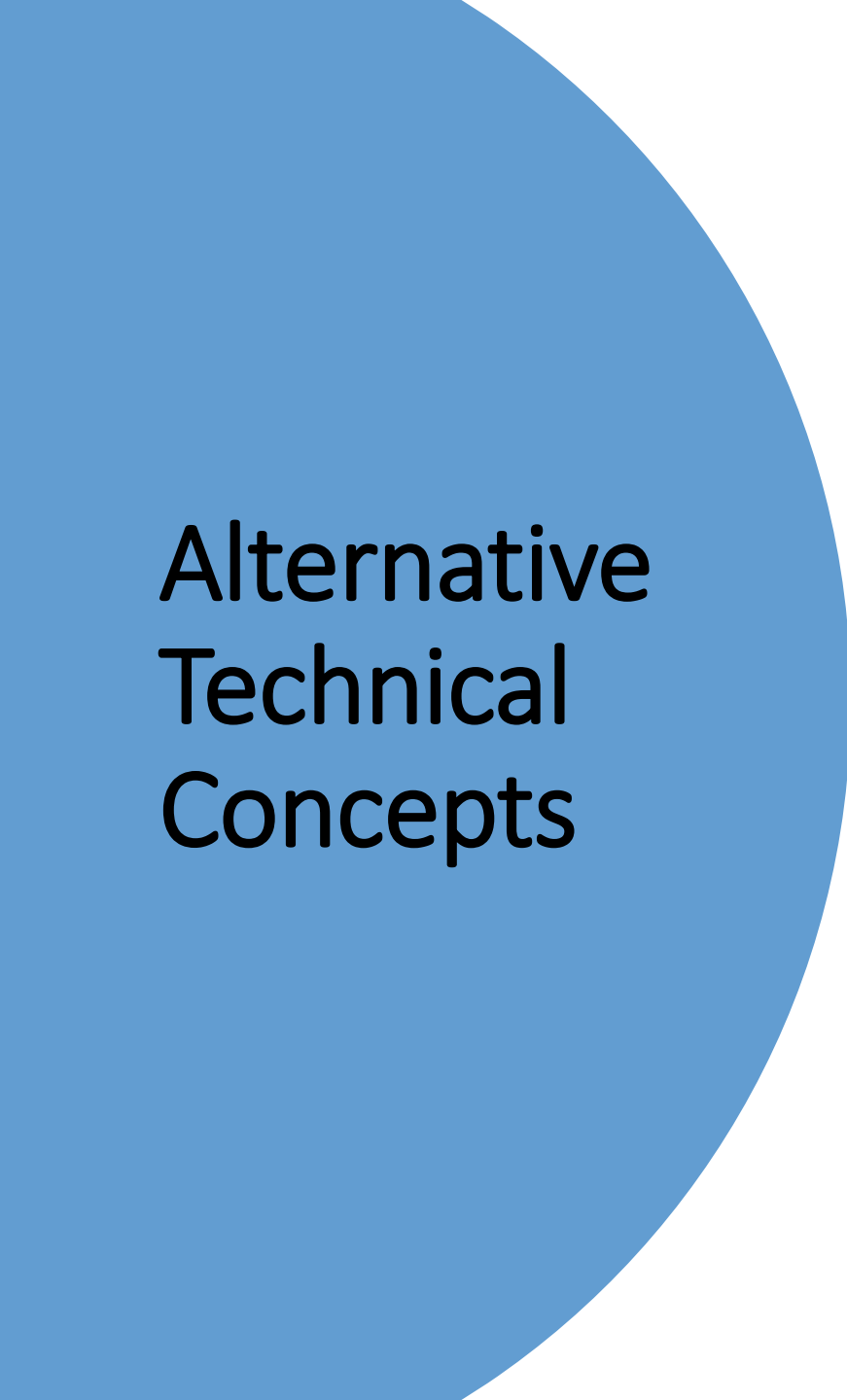
Disclaimers

All verbal responses made during this meeting are non-binding.

All Addendum or Clarifications will be issued in writing and emailed out to the shortlist and posted to our website.

General Solicitation Information

- This is a mandatory Pre-Proposal Meeting.
- Single Point of Contact (SPC)
Megan Saunders,
megan.saunders@odot.Oregon.gov ,
971-446-1375
- All questions should be submitted in writing (email) to the SPC.
- Proposals must be submitted as hard-copy.



Alternative Technical Concepts

ATC Meetings

ATC Feasibility Meetings January 8 & 9

Weekly ATC Meetings January 15 & 16
and January 22 & 23

Wednesdays: 1:00-4:00pm

Thursdays: 8:30-11:30am and 1:00-4:00pm

Virtual and In-Person (Salem) options
available.




Key Dates

- ATC Submissions Due: **January 30, 2025**
- Deadline for Questions: **February 21, 2025**
(10 days prior to Proposal Due Date)
- Technical & Price Proposals Due: **March 7, 2025**

Project-
Specific
Information



Ramping up the ADA Delivery Program

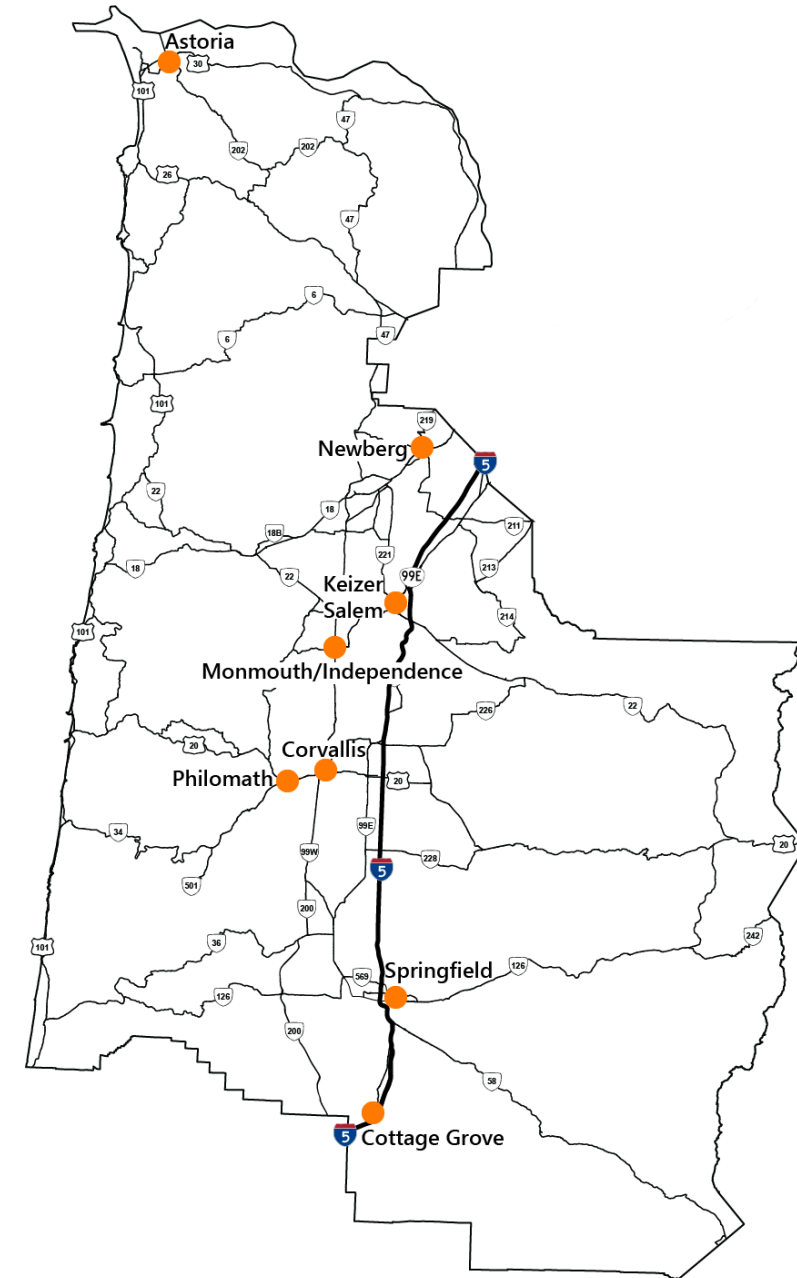
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- 2017 ODOT inventoried more than 27,000 ADA curb ramps on or along the state highways.
 - 2018-2020 Completed 1,859 ramps in the first 3 years using small contracts and pilot projects. Averaged 620 ramps/year
 - 2021-2022 OTC committed funding to ADA delivery. Ramp production rate climbed to over 2,400 ramp per year.
 - 2023 Established centralized delivery program. Largest year of ramp production to date with over 2,500 ramps completed.
 - 2024-2027 Annual targets for ramp delivery are 2,700-3,000.

Design-Build goals

- **Schedule risk management** – **Innovation in construction practices** and implementation to deliver high volume of ramps under single contract. Focused on meeting 2027 settlement milestone requirements.
- **Process innovation for quality design + construction** - To **construct high quality ramps** that meet ADA standards, minimize compliance failures and re-work, provide timely construction and minimize impacts to local communities, the traveling public and the environment.
- **Safety during construction** – To **assure accessibility and mobility** through temporary pedestrian access (TPARs) and temporary traffic control to provide seamless access for all through intersections under construction.

Project Area

- Astoria
- Benton County
- Coburg
- Corvallis
- Cottage Grove
- Dundee
- Independence
- Lane County
- Marion County
- Monmouth
- Newberg
- Philomath
- Polk County
- Salem
- Springfield
- Yamhill County



Project Team

- Resident Engineer – Miranda Wells
- Deputy RE – Anita Eaton
- Consultant PM – Ryan Moore

Procurement Schedule

ATC Feasibility Meeting:

January 8th/9th, 2025

Weekly ATC One-on-One Meetings:

January 15/16 and January 22/23

Final ATC Submission:

January 30th, 2025

Bid Opening:

March 7th, 2025

Estimated NTP:

April 2025

Price Centers

Price Center A (North Area): Astoria, Newberg, Dundee, Clatsop County, and Yamhill County

Price center B (Central Area): Independence, Monmouth, Corvallis, Philomath, Salem, Marion County, Polk County, and Benton County

Price Center C (South Area): Springfield, Coburg, Cottage Grove, Linn County, and Lane County



Major Scope Elements

- Remediation of all ramps (over 1,600 curb ramps) provided in the inventory list (this may mean two ramps for one inventory ramp)
- Rectifying all impacted existing infrastructure impacts to equal or better status (i.e., light poles, landscaping, pedestrian push buttons, signs, drainage)
- Associated temporary traffic control work for construction
- Identifying additional ROW needs and writing legal descriptions
- Utility coordination
- The design-builder to do legal descriptions, using an approved ROW layout and following ODOT protocol for minimizing ROW footprint (note – single ramp where ROW can be avoided)

Where are we now?

- Shortlisted three teams
- Obtained all necessary IGAs
- Obtained NEPA clearance on 97% of sites
- Conducted 20%-30% designs on some riskier ramp locations
- Set-up legal description training class
- Obtained red truncated dome DEs
- Obtained lidar survey data (note variance in levels)
- Obtained crosswalk closures where relevant

Worth Noting

- Project specifications include ODOT requirements to ensure practical design strategies are utilized, not just minimum standards.
- Allow for simplified designs where appropriate (i.e., single ramp failures)
- ATC process will start in January, the expectation is that there is not a reduction in scope, but that does not mean a reduction in process.

Worth Noting

- Remediation Tracking is important and needs to be accurate and timely. There is a GIS web map for the project that could be utilized.
- RD21-04 – single ramps limited by ROW are tied to permanent ROW not temp ROW
- Utility coordination is the Design-builders responsibility. The Agency will review relocation plans and reimbursement packages.
- Impacts to underground structures such as City of Astoria chair walls or City of Salem sidewalk vault are to be avoided.
- The original RFP schedule has changed which may impact to the delivery schedule.

Worth Noting

- No railroad crossings, no C&M agreements
- Design firms do not have to be qualified through the existing ADA on-call Price Agreement
- Expect majority of ramps will not require ROW acquisition
- No anticipated full signal rebuilds
- Boilerplate Special Provisions are provided, we may use more or less than specified depending on design needs
- Please ask questions!

Survey Background

Jacobs' Project areas have gone through the following levels of effort:

1. Survey record research
2. Preliminary monument recoveries and calculations have been performed as deemed necessary for the level of effort.
3. Centerline resolutions have been completed where appropriate in the project areas. Survey Filing Maps (SFM) are in the process of being filed in their respective counties for: Salem, Newberg, Astoria, and Springfield documenting these centerline resolutions.

These efforts provide the contractor with the project centerlines necessary to expedite the development of Legal Descriptions and Exhibits B's for required acquisitions.

Survey Background

- Preliminary Right of Way lines have been provided based on ODOT Roll Maps together with other publicly available record information for: Cottage Grove, Corvallis, Salem, Newberg, Astoria, and Springfield.
- These efforts provide the contractor with a running start at assessing right-of-way impacts and needs. The contractor will need to perform additional efforts to resolve rights-of-way as needed.
- ODOT has complete Centerline and Right of Way Resolutions for Independence/Monmouth. Survey Filing Map which are in the process of being recorded.

Environmental Process Overview

Programmatic Categorical Exclusion Agreement (PCEA) obtained for 97% of ramps, no-effect determination. For similar projects, cultural resources and hazmat are the most typical concerns in regard to environmental rules and regulation.

Areas of Potential Impact (API) were evaluated at each ramp location and ramps were placed into either Group A or Group B. Conditions and other notes were added to the Inventory Matrix in Attachment A.

Group A:

Locations cleared via a “Finding of No Historic Properties Affected,” with specific constraints.

Group B:

Locations will be cleared via a “Finding of No Adverse Effect to Historic Properties” if the project avoids and minimizes impacts as expected.

Environmental Process – Completed to Date

- The team completed baseline survey reports to identify cultural resources (archaeological and historic) in the project Area of Potential Effect (APE). See Inventory Matrix in Attachment A.
- Agency initiated consultation with Tribes, local governments, and other consulting parties regarding cultural resources. Agency will continue to consult throughout the project.
- Locations requiring archaeological monitoring were identified and are part of Group B. Significant changes in plans or an inadvertent discovery may result in the need for additional monitoring.
- Inadvertent Discovery Plan (IDP) for archeological resources and ancestral remains will be in effect for all project ground disturbing activities.

Environmental Process – DB Responsibility

- Avoid and minimize impacts to cultural resources (archaeological and historic/built environment), in coordination with the Agency. See Evaluation Matrix in Attachment C for design suggestions.
- Provide design work needed for the Agency to review and confirm Group A locations meet environmental commitments. Notify the Agency immediately if any of the conditions cannot be met.
- Provide design work needed for the Agency to review and clear Group B locations.
- Confirm that the Agency environmental processes are complete before submitting stamped RFC plans.
- Coordination with Agency and tracking of individual ramps will be key to ensure each ramp location meets the various environmental requirements. With the large number of locations, coordination may need to be frequent to minimize potential issues.
- Notify the Agency of any work occurring in locations that are sensitive and require mitigation in the three week ahead.

Questions
