

ADA Program Overview

Tony Snyder, PE

ADA Program Unit Manager

AGC-ODOT Annual Meeting

March 4, 2022



ADA Ramp Agreement

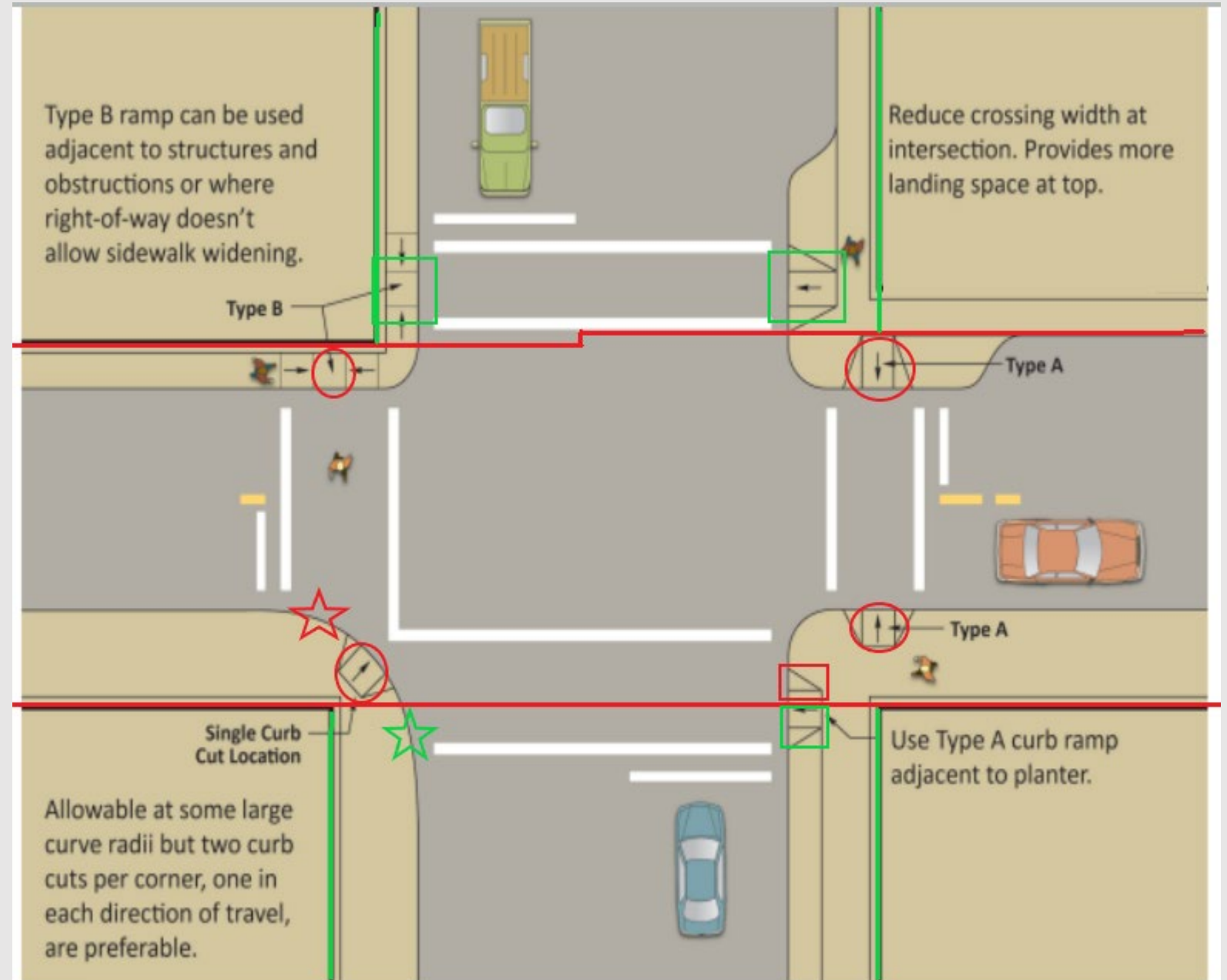
- ODOT has 27,334 ramps on (or along) the highway system.
- 25,899 of these were not compliant when the ramp inventory was completed in 2018
- The Settlement Agreement: 15 years to bring all of the ramps on the highway system into compliance.
- The program is divided into 5-year stages with a ramp target for each.
 - 2017 - 2022: 7,770 ADA Ramps target (30%)
 - 1,550 per year
 - 2023 - 2027: 19,424 ADA Ramps target (75%)
 - 2,330 per year for the second stage
 - 2027 - 2032: 25,899 ADA Ramps total
 - 1,295 per year for the last 5 years

ODOT will build many ADA ramps over the next 10 years

- ODOT needs to build or modify more than 3,000 ADA Ramps in 2022
- Most single ramps are changing to the two ramps per corner. This will add another 7,000 ramps for a total of 33,000 ramps.
- ODOT has existing concrete contractors that does ADA work but we will need more crews for this volume of ramps
- Firms will have multiple opportunities to bid on ramp contracts over the next decade.
- Experienced companies have a considerable advantage on this type of project but they will need sub-contractors for the work.
- ODOT hopes to add new companies as prime contractors to do ADA ramps as well.

ODOT ramps on the ODOT right of way and City ramps along the highway on City right of way.

- The 4 ramps circled in red are on ODOT right of way.
- The 2 ramps in the green boxes on the top corners are on City right of way
- One ramp on the bottom right actually sits on the right of way line so the top half is ODOT (red box) and the bottom half is City (green box).
- There is a single ramp on the lower left. ODOT has committed to convert the single ramps to a 2 ramps configuration so we end up replacing the single ramp with an ODOT ramp and a City ramp (indicated by the red and green stars).
- So an intersection with 4 ½ ODOT ramps will need to have all 8 of the ramps rebuilt.



Sketch from Hawaii DOT

Project Number	Project Name
K21261	OR569: Green Hill Rd. - Coburg Rd. (Eugene)
K20242	OR99: Urban Upgrade (Cottage Grove)
K18751	OR99E: American Drive to south city limit (Halsey)
K20183	OR99E @ Airport Rd. (Albany)
K22118	US101: Munsel Lake Rd to OR126, curb ramps (Florence)
K22393	OR99/OR99W/OR99E Aurora, Junction City, Harrisburg, Monroe
K22392	OR47/Territorial Rd (Carlton/Veneta)
K21514	US20: Philomath Couplet
K22394	OR99E Hubbard
K22391	US20/OR228 Sweet Home

Project Number	Project Name
K21323	US101: Garrison Slough - Cemetery Lp Rd (Port Orford)
K22143	OR42/US101/OR42S curb ramps
K22387	US101/OR38 Reedsport, Bandon, Elkton, Drain
K22126	OR542 (Powers)
K22389	OR99/I-5 Talent, Ashland, Medford
K22390	OR99/OR238 Grants Pass, White City, Rogue River
K22388	I-5/OR138 (Canyonville, Tri-City, Sutherlin, Winchester, Roseburg)

Project Number	Project Name
K22400	OR7/I-84/US30 Baker City Curb Ramps
K22398	Umatilla/Morrow county (D12) Curb Ramps
K22401	Pendleton Curb Ramps
K22402	OR82 (Wallowa/Lostine)
K22403	OR82/OR351/OR350 Joseph

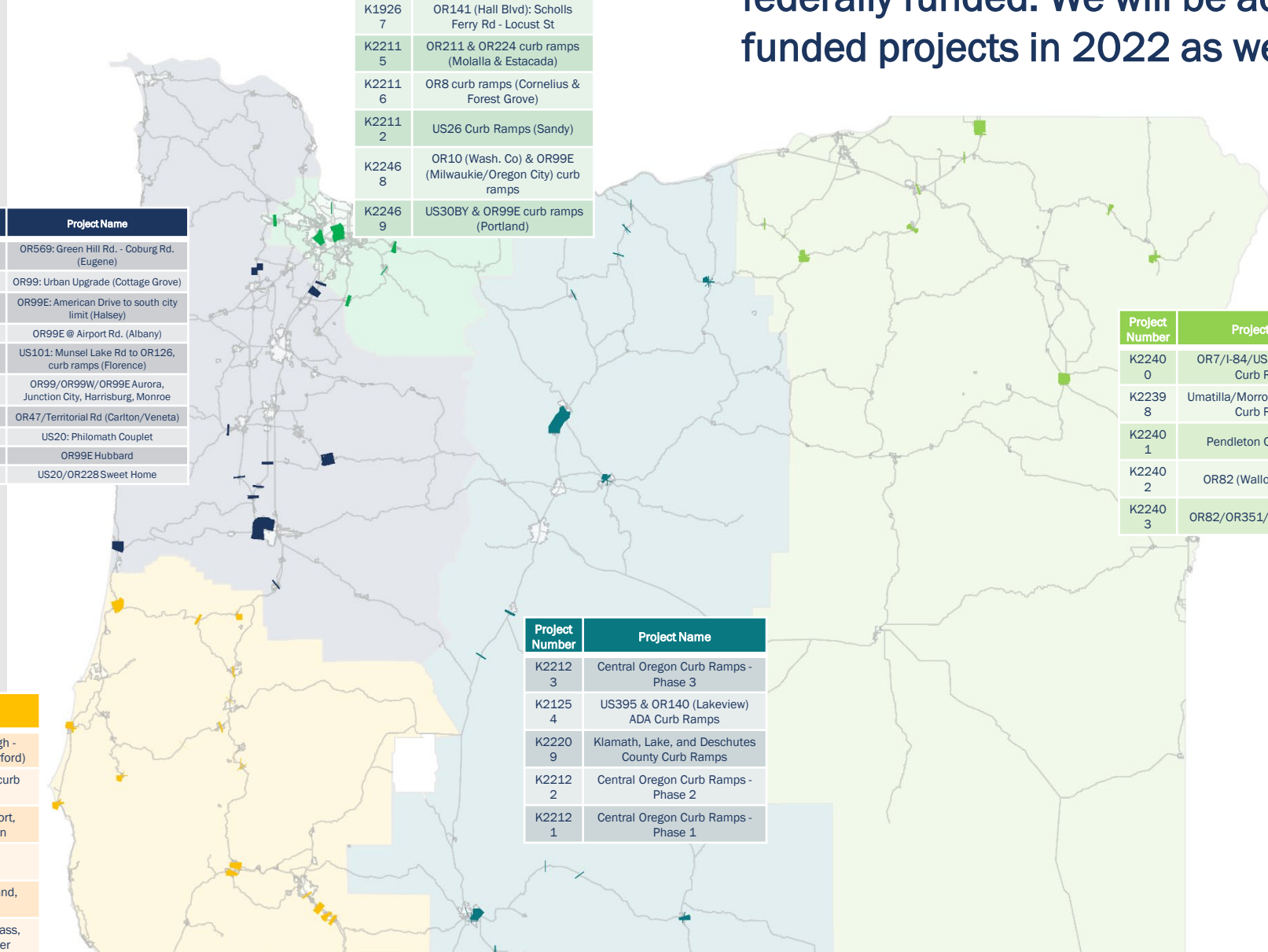
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K20435	OR99W: I-5 - McDonald St.
K19267	OR141 (Hall Blvd): Scholls Ferry Rd - Locust St
K22115	OR211 & OR224 curb ramps (Molalla & Estacada)
K22116	OR8 curb ramps (Cornelius & Forest Grove)
K22112	US26 Curb Ramps (Sandy)
K22468	OR10 (Wash. Co) & OR99E (Milwaukie/Oregon City) curb ramps
K22469	US30BY & OR99E curb ramps (Portland)

Project Number	Project Name
K22123	Central Oregon Curb Ramps - Phase 3
K21254	US395 & OR140 (Lakeview) ADA Curb Ramps
K22209	Klamath, Lake, and Deschutes County Curb Ramps
K22122	Central Oregon Curb Ramps - Phase 2
K22121	Central Oregon Curb Ramps - Phase 1

34 ODOT funded ramp projects throughout Oregon

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The projects shown are STIP projects that are federally funded. We will be adding other State funded projects in 2022 as well.



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ADA Ramps

- The ADA Ramp Program has a plan to build over 3,000 Ramps in 2022
 - Complete Ramps that are already under a construction contract (2020-2021 funding)
 - Federal STIP Projects
 - ODOT State Funded Projects
 - Use City programs or contracts to deliver ramps on highways in their City
- Factors creating risks for delivering 2022 ramps
 - Volume of ADA work is large
 - Settlement Agreement Ramps and Other ODOT Ramps
 - Contractor availability and COVID
 - ROW Batching Agreement with FHWA

We have a plan in 2022.

Ramps Projects

- 600: Ramps to build in current (2022) Construction contracts
- 1,900: ADA Projects to bid by June 2022: Construction scheduled in 2022-2023
- 350: 13 Federal STIP projects : mostly Preservation
- 2,950 ramps target in 2022

Other Planned Efforts

- 350: OregonBuys projects using State Funds (Simple ramps: no ROW)
- 800: Crosswalk Closures: Evaluate, document, and approve closures.
- 100: Correcting Ramp Issues (minor work using state funds)
- 1,250 2022 Ramp Target

ADA Funding in 21-24 STIP and 24-27 STIP

Expected ADA cost compared to actual costs

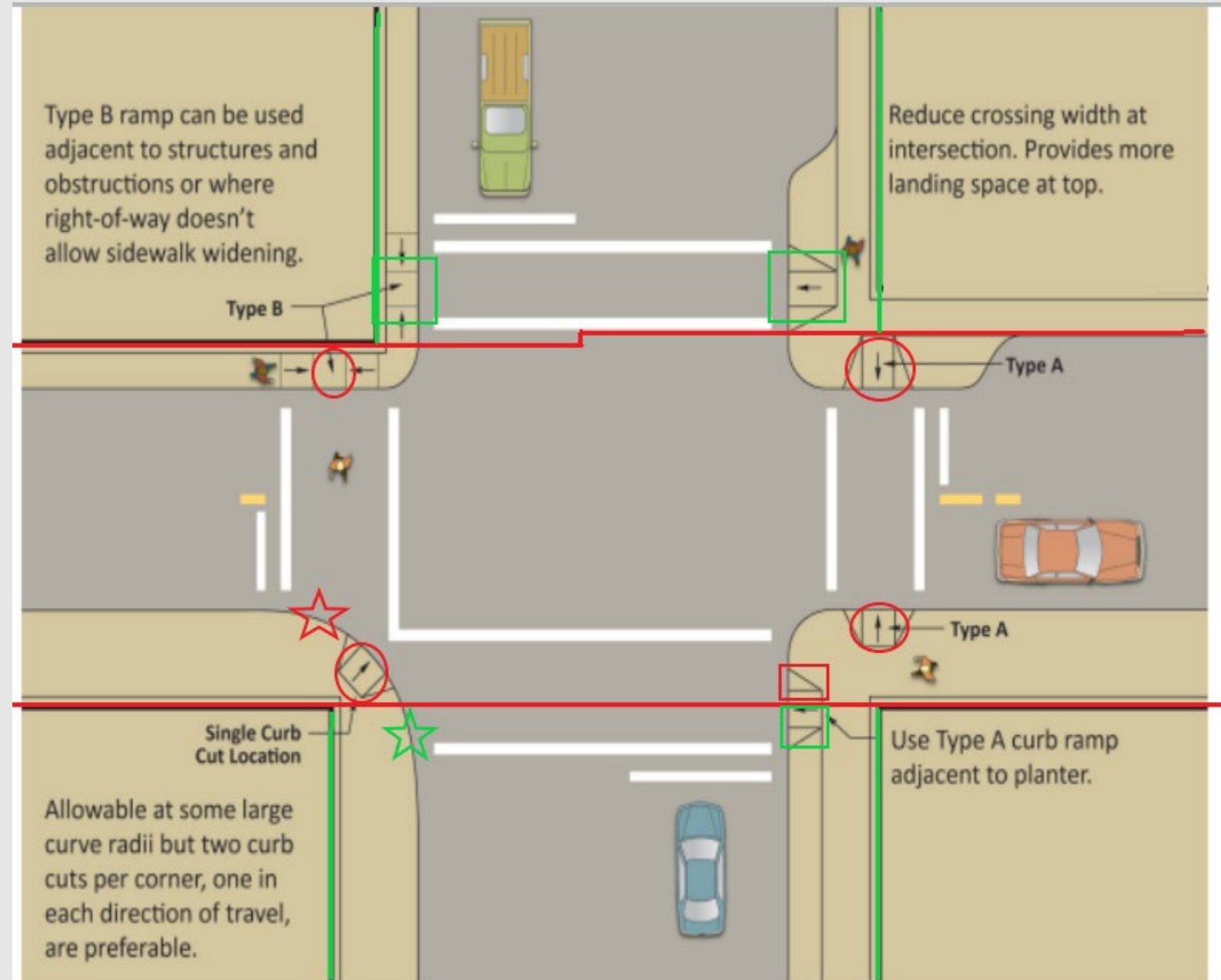
Original ADA Funds (2021)	Requested ADA Funds	
\$237 million for 4 years	\$354 million	21-24 STIP requested for ADA Ramp program
\$170 million for 3 years	\$280 million	24-27 STIP estimated for ADA Ramp program
\$407 million total	\$634 million total	21-27 STIP cycles (this is a 55.77 % increase from the original \$407 million)

If no one bids on it, we will not be successful

- There have been a limited number of firms that are bidding on our typical large ramp projects.
- ODOT is not attracting concrete companies from out of State since Washington and California have their own ADA Ramp Programs underway.
- ODOT plans to put out projects of different sizes to increase the opportunity for more firms (Federal STIP projects or OregonBuys contracts using State Funds).
 - Small projects (16-24 ramps: a few intersections)
 - Medium projects (30-40 ramps)
 - Large projects (125-175 ramps)
 - Very Large projects (Region 1 has a 700 ramps project)

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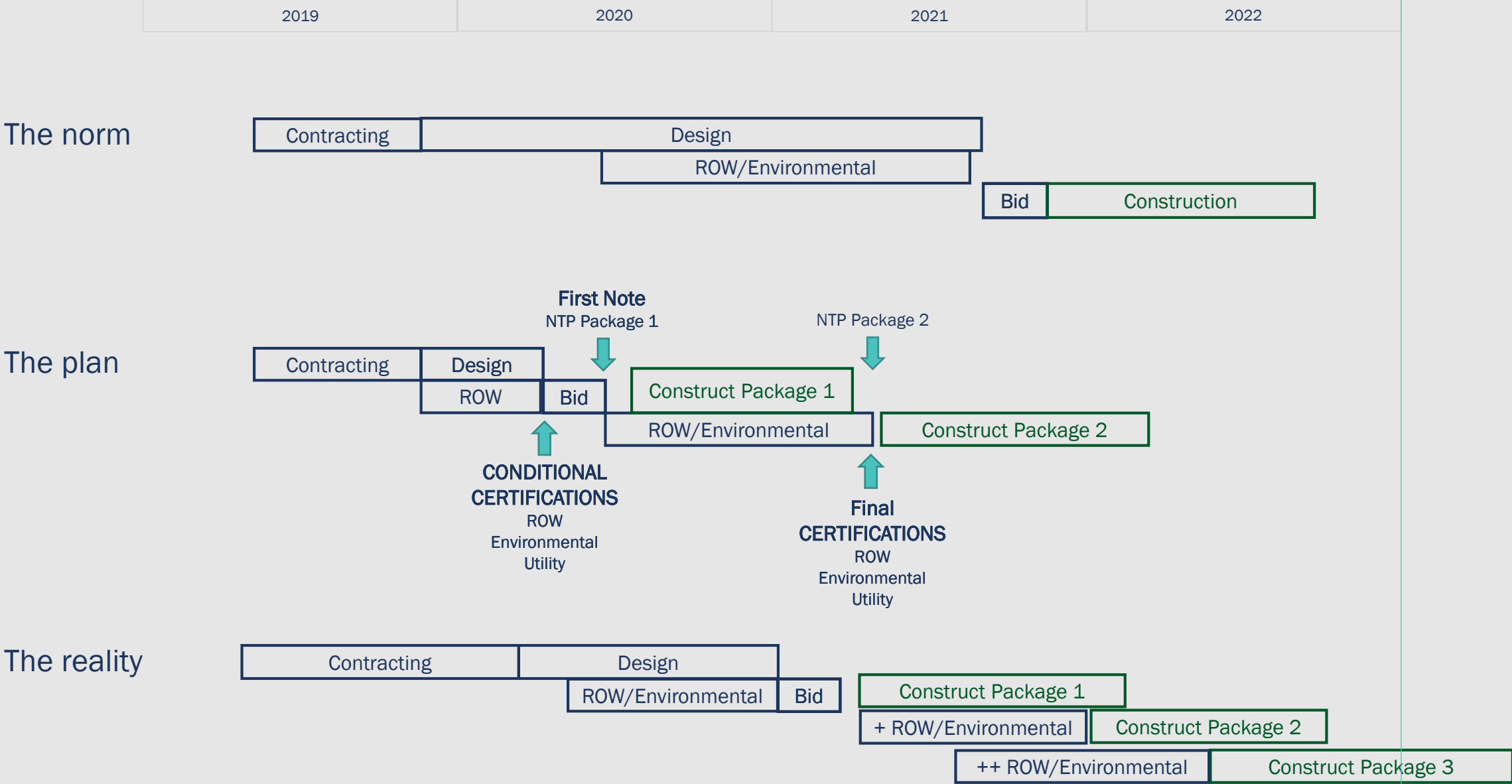
Sketch from Hawaii DOT

Settlement Agreement Ramps and the 2022 Target

The straight line:
based on 1436
ramps/year



Project Schedules Typical Vs Batching



Temporary Pedestrian Access Route (TPAR)

ADA Settlement Agreement requirements

- Cole was hired as the Accessibility Consultant and ODOT developed standards for TPAR in our work zones.
- Cole reports: experienced contractors are improving on their TPAR configuration, materials used, and installation.
- We are being graded on how the TPAR looks during construction instead of when it is first installed
- Cole found that the TPAR barriers, signs, and temporary ramps are sometimes damaged after repeat usage. Maintenance and upkeep of TPARS is critical.

Questions ?

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