

Introduction

Currently, Region 3 has approximately 2,720 ADA ramps within regional boundaries. The number of ramps and categories where they have been placed are based on a database developed by CDOT's Civil Rights and Business Resource Center. The initial data collection was done in 2013 and is continuously being updated to reflect changes, such as replacements or modifications done after 2013. The Region will continue to monitor changes to the database and make appropriate changes to the plan and delivery a strategy to make ADA ramps in the region functionally accessible.

Overall Approach to Prioritization

FY 17 and FY 18 Plan

For the Region 3 ADA Transition, it is estimated that there will be a need for multiple projects that are distributed between three Region 3 Program Areas (East, Central and West) and 15 counties. There will also be a need for most geographic areas to have multiple projects in project development to accommodate: specific design elements (i.e., field survey); project clearances; local agency coordination; ESB construction packaging, construction packaging by type of work, etc. The Region 3 ADA Ramp Transition Plan divides the ramps needs into geographic areas that are associated with counties and program areas, and then develops packages of projects that include one or more counties. The individual projects packages are scoped to allow for project development cycle from consultant task order procurement through construction completion of approximately 36 months, with the largest duration of time allotted to Environmental (6 months) and Right-of-Way (ROW) Clearances and Acquisition (12-18 months) requirements. Some projects and/or individual ramps may also require a delay in construction start and end dates to allow for program funding constraints, realistic construction production rates, or other factors.

Ramps included in individual project packages are based on counties and/or local jurisdiction limits, and individual ramps are prioritized based on statewide ramp classification: Tier I (Red and Orange); Tier II (Green; Turquoise; Magenta, and Yellow) and Tier III (Gray and White). Region 3 has prioritized ramps needs and will initially program as follows:

- High Priority: Tier I Red and Orange Ramps
 - FY 2017-2022- Design, ROW, Utilities and Construction (DRUC)
- High-Medium Priority- Tier II Green and Turquoise
 - FY 2018-2022- Design, ROW, Utilities and Construction (DRUC)
- Low-Medium Priority- Tier II Magenta and Yellow
 - FY 22 and Beyond- Construction
- Low Priority- Tier III Gray and White
 - FY 22 and Beyond - Design, ROW, Utilities and Construction (DRUC)

Region 3

Regional Curb Ramp Prioritization Plan FY 19 (7/1/18 - 6/30/19)

In an effort to maximize the available construction season, show a commitment to ESB Construction, and reassure the public that this is a viable construction program Region 3 will utilize “Earlyout” Packages with a goal of advertising and constructing a minimum of one project in the 2018 construction season.

FY 17 and FY 18 Achievements

The Region selected HDR to a Project Specific GE Consultant Contract for \$5 Million and 5 Years to provide programmatic and design services for its ADA program. HDR developed and implemented a two-step screening process using available GIS information from state and local sources. The screening process allowed a high-level screening of all the ramps based on a likelihood of ROW needs. This effort was done for all the program ramps within the Region. The secondary screening identified and categorized ramps based on their physical constraints and technical feasibility. The secondary screening will be done on a project-by-project basis. Secondary screening was done for two projects in Delta and a third in Grand Junction.

Ramps included in individual project packages were based on residencies, counties and corridors. Individual ramps were prioritized based on statewide ramp classification: Tier I (Red and Orange); Tier II (Green; Turquoise; Magenta, and Yellow). Tier III (Gray and White) ramps may have been included at intersections where Tier I and II ramps were being reconstructed depending on available budgets.

The Region focused on minimizing multiple impacts within a community. Tier I, Tier II and some Type III ramps are being addressed at each intersection at one time avoiding revisiting intersections in subsequent projects.

Due to implementation of streamlined processes and strategies the need for survey and formal ROW processes have been reduced allowing programming and implementing projects more efficiently.

An unconstrained and constrained plan were prepared for the entire program and will be modified as needed based changing priorities or funding requirements. The constrained plan considered the proposed funding allocations for each year and was part of the prioritization identifying ramps to be addressed in each of the fiscal years for design, ROW and construction.

FY 19 Plan

The overall approach and plan for prioritization has been completed for the constrained plan. The FY 19 plan will make appropriate modifications to the constrained plan based on changes in variables, such as funding, actual expenditures to construction projects, changes in preconstruction and market conditions.

Plan to Address Pre-Construction and Project Delivery

FY 17 and FY 18 Plan

- Region 3 requests a Project Specific GE Consultant Contract for \$6 Million and 6 Years.
- Region 3 will utilize 1 FTE full time for program management.
- Survey and Survey Title Verification: Survey elements are critical to all ramp project development. Identification of ramp locations within CDOT, Public, or Private ROW is a significant unknown that will impact all future ramp evaluations and project development. Region plan is to survey and obtain survey title verification on all Tier I, II, and III Ramps in all 15 Counties in FY 2017, 2018, and 2019 utilizing CDOT and Consultant resources.
- Develop Screening Process for High to Low Risk clearance items.
- Design Approach for “Earlyout” Project No. 1 and 2:
 - Project Management:
 - CDOT- Blended Team with Local Resident Engineer and 1-FTE ROW/Acquisitions
 - Survey: Use Existing NPS GE or Survey Task Orders for Earlyout Projects
 - Utilities: Coordination of utility locates prior to survey.
 - Design: Region 3 GE NPS (Stolfus Associates or Parsons Transportation Group) or preferably use Region 3 Project Specific ADA Curb Ramp Program Management and Project Development
- Project Delivery: Project will use Design-Bid-Build Project Development/Procurement Process for “Earlyout” projects, but will also evaluate other contracting methods such as CMGC, DB and LBDB. DB has been used by other State DOTs (Washington and Montana) and local jurisdictions.
- Project Development time for “Earlyout” projects is accelerated to meet the objectives of the Chief Engineer to have an Emerging Small Business (ESB) construction package ready advertised on or before June 30, 2018.
- ROW Acquisition Process may require CONDITIONAL ROW CLEARANCE.
- ADA Transition Program may be 100% State funded, BUT R3 will approach project development as if it is Federal Participating so as to not preclude future federal funding funds from being incorporated into the program.

FY 17 and FY 18 Achievements

The Region selected HDR to a Project Specific GE Consultant Contract for \$5 Million and 5 Years to provide programmatic and design services for its ADA program.

- Survey and Survey Title Verification was not necessary since projects were only ramps within existing ROW.
- Developed Screening Process for High to Low Risk clearance items.

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- Utilized “Earlyout” design approach using aerial photography along with GIS information from State and other agencies.
- Survey only done in Delta. Survey was not done since Region utilized streamlined design process.
- Utility coordination was not done since Region utilized streamlined design process.
- Design: Region 3 Project Specific ADA Curb Ramp Program Management and Project Development
- Project Delivery used Design-Bid-Build Project Development/Procurement Process for “Earlyout” projects. Project Development time for “Earlyout” projects is accelerated to meet the objectives of the Chief Engineer to have an Emerging Small Business (ESB) construction package ready advertised on or before June 30, 2018.
- ROW Acquisition was not needed since projects were ramps within existing ROW.
- ADA Transition Program was be 100% State funded.

FY 19 Plan

- Region 3 will continue utilizing 1 FTE full time for program management.
- Survey may be needed for boundary or monumentation verification. The Region plans to minimize preconstruction costs by not doing topographic surveys instead will utilize the streamlined design process as described above.
- Survey Title Verification may be done for ramps where Permanent or Temporary Easements are required.
- Survey if needed will either be done by CDOT resources or using HDR’s existing NPS GE Contract
- Utilities: Coordination of utility locates will be done on an as needed basis.
- Design will use HDR’s Project Specific ADA Curb Ramp Program Management and Project Development Contract.
- Project Delivery will use Design-Bid-Build Project Development/Procurement Process and will also evaluate other contracting methods as approved by CDOT.
- The Region will use CDOT’s Pilot Program for ROW acquisition where appropriate. ROW Acquisition Process may require conditional ROW clearance.
- ADA Transition Program may be 100% State funded. The Region will approach project development as if it is Federal Participating so as to not preclude future federal funding funds from being incorporated into the program.

Plan for Proactively Addressing Clearances

FY 17 and FY 18 Plan

- Environmental Clearances- Programmatic Approach (Estimate 12 Month Duration (Feb 2017-Jan 2018). Region 3 REPM to work with other REPMs to develop

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- programmatic approach to environmental clearances, specifically historic clearances.
- Region 3 will develop and deliver two “Earlyout” projects that will cover project development from survey and survey title verification through construction. Lessons Learned on these projects will be incorporated into all future projects.
 - Region 3 will develop a screening process for project development time and clearance requirements and classify ramps as low, medium or high risk based on a multiple factors. For “Earlyout” projects, there will be an effort made to advance only “Low” risk ramps that have clearances that have minimal impact to project development timeline.
 - Region 3 will develop R3 ADA Curb Ramp Transition Plan Program and Guidelines to assist with setting realistic expectations on the scope of the projects for CDOT Project Development Teams, as well as stakeholders, to avoid, minimize or mitigate scope creep within projects. Scope will need to be very specific and tight to align with the limited funding and restricted timeframes provided.

FY 17 and FY 18 Accomplishments

- The Region 3 REPM utilized CDOT’s administrative programmatic approach for environmental clearances, specifically historic clearances. HDR’s Historic specialist assisted the Region in providing research and historic support.
- The Region developed a two-step screening process for project development. The first step was high-level, utilizing the CDOT data base, GIS ROW information from counties and doing an analysis of ROW risk. A secondary screening determined risk based on obstructions causing the ramp to be technically infeasible to be reconstructed within this specific program. This streamlined process expedited the identification of type of ramps, ramps within ROW, ramps requiring ROW and complex ramps needing more detailed survey, design, and ROW. Type I or “Earlyout” projects were identified as: not requiring ROW, State funded and being able to require clearances that have minimal impact to project development timeline.
- HDR has streamlined the design process avoiding unnecessary costs in survey and detailed engineering drawings. HDR utilized aerial photography as well as GIS information readily available by CDOT and County assessors.

FY 19 Plan

- The Region 3 REPM will continue to utilize CDOT’s administrative programmatic approach to environmental clearances, specifically historic clearances. HDR’s Historic specialist will continue to assist the Region in providing research and historic support and SHPO required documentation as necessary. The Region has developed a constrained plan and will advance the historic research for the projects identified in FY 19 using an existing historical support task order.

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- The Region will continue using a streamlined screening and design process for project development, as described above, and classify ramps as low, medium or high risk based on multiple factors.
- The Region will utilize the CDOT's ADA pilot program for ROW acquisition where feasible. If acquisition cannot be achieved by the streamlined process the Region will evaluate each ramp location to determine if using the traditional method of acquisition is appropriate or remove the ramp for this year's plan.

Achievement Goals

FY 17 and FY 18 Plan

The proposed approach to delivering projects with ramps with decreasing level of risk (i.e., Tier I-III) and by county to allow for ramps with the highest value to be delivered first. The development of an ADA Curb Ramp Program will take time, and along the way project development and construction efficiencies will be learned and incorporated into the remaining projects.

The current program proposed has identified total of \$1,880,000 for FY 17 and 18 only. Based on this, the Region 3 plans to perform survey and survey title verification and some preconstruction activities using FY 17 and 18 funds, but will require FY 19 funds for the advancement of any construction project.

FY 17 and FY 18 Achievements

The Region will have two ESB-restricted projects in Delta ready for advertisement this current fiscal year, one is schedule to be advertised by June 30, 2018 and the second will be advertised early this summer when the project receives funding authorization. Total dollar value of the two Delta projects is approximately \$1 Million. The Region has as begun development of a project in Grand Junction, which will be ready for Advertisement in August 2018. The Region has also developed their programs constrained plan for FY 19.

FY 19 Plan

The Region plans on having the two ESB projects in Delta under construction this summer and a Grand Junction project this fall. The Region will also have three additional projects in the Craig, Montrose and Mountain Residency under design. The Craig and Montrose projects plan to be advertised for construction in early 2019 (see **Table 1**).

Table 1: Planned Achievements

FY 19 Planned Program		
Phase	Name	FY 19 Number of Ramps
C	US 50 N Delta Phase 1 ADA Ramps (ESB)	49
C	US 50 S Delta Phase 2 ADA Ramps (ESB)	36
C	I-70B & Z Grand Jct. Phase 1 ADA Ramps	96
D & C	Craig Residency ADA Ramps	151
D	Montrose/Olathe ADA Ramps	107
D	Granby/Kremmling/Walden	60
	Total Design	318
	Total Construction	332

Anticipated Budget Expenditures for FY 17 and FY 18

FY 17 and FY 18 Plan

The plan for FY 17 and 18 was to use the funds for survey with design and construction to be done in subsequent fiscal years. For Budgeting Purposes, the following cost assumptions were made:

- Region 3 Current Allocations:
 - FY 17- \$330,000
 - FY 18-\$1,550,000
- Planned FY 17 & FY 18 Activities:
 - Survey:
 - Earlyout Projects: (\$602,000)
 - Earlyout Project Delta County: \$193,000
 - Earlyout Project Garfield County: \$409,000
 - Program Survey: (\$1,278,000)
 - Pitkin and SH 82 Eagle County \$210,000
 - Rio Blanco, Moffat, Route Counties \$387,000
 - Mesa County \$681,000

FY 17 and FY 18 Achievements

The original plan was to expend funds for surveying due to its long-lead time. HDR was selected as program and delivery managers for the Region 3 ADA program. HDR proposed a streamlined design process where survey would not be required for less complex ramps. The funds were then reallocated for program activities and PS&E packages for two projects in Delta and one in Grand Junction were prepared (see Table 2).

Table 2: Actual Expenditures

Fund Type	ADA	ADA Program	Plan Year	
Sub Account	Phase	Name	FY 17	FY 18
21948	D	R3 ADA PE	\$330,000.00	\$1,550,000.00
	D	US 50 N Delta Phase 1 ADA Ramps (ESB)		*
	D	US 50 S Delta Phase 2 ADA Ramps (ESB)		*
	D	I-70B & Z Grand Jct. Phase 1 ADA Ramps		*
		FY Planning Total	\$330,000.00	\$1,550,000.00
		Planning Control Total	\$330,000.00	\$1,550,000.00
		Variance	\$ -	\$ -

*Funding included in R3 ADA PE

FY 19 Plan

The Region has received FY 19 funding of \$2.9 million for FY 19. Construction for two projects in Delta one in Grand Junction and one in Craig will be funded from the FY 19 allocation (see **Table 3**). The remaining funds will be for ROW activities in Montrose/Olathe and Granby/Kremmling and Walden locations.

Table 3: Planned FY 19 Expenditures

Fund Type	ADA	ADA Program	Plan Year
Sub Account	Phase	Name	FY 19
21948	D	R3 ADA PE	*
22414	C	US 50 N Delta Phase 1 ADA Ramps (ESB)	\$500,000.00
22415	C	US 50 S Delta Phase 2 ADA Ramps (ESB)	\$380,000.00
22484	C	I-70B & Z Grand Jct. Phase 1 ADA Ramps	\$800,000.00
XXXXX	R	Craig Residency ADA Ramps	\$50,000.00
XXXXX	C	Craig Residency ADA Ramps	\$1,000,000.00
XXXXX	R	Montrose/Olathe ADA Ramps	\$125,000.00
XXXXX	R	Granby/Kremmling/Walden ADA Ramps	\$45,000.00
		FY 19 Planning Total	\$2,900,000.00
		Planning Control Total	\$2,900,000.00
		Variance	\$ -

*Funded from FY 17 & FY 18 allocation

Emerging Small Business (ESB) Restricted Project Requirements

FY 17 and FY 18 Plan

Region 3 has assumed the Total Project Scoping Level Effort at approximately \$11,000 per ramp, of this approximately \$6,500 per ramp is identified for construction.

Earlyout Packages should be approximately 100 Ramps each, or ~\$650,000 in Total Construction Value or \$520,000 in Contractor Construction Value. These packages should meet ESB criteria for size.

Region 3 will also review other programs for opportunities for ESB projects, such as the Surface Treatment Program and the GWC Longitudinal Joint Project (Estimated Value ~\$1.0 Million for EB and WB), or possible projects associated with Guard Rail Upgrades and Improvements.

FY 17 & FY 18 Accomplishments

Region 3 is finalizing the PS&E packages for two ESB projects. One of the projects will be advertised June 2018 and the second July 2018. The second project was scheduled

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to be advertised at the end of June. The Region decided to stagger the advertisement in anticipation of receiving more interest and better bids.

FY 19 Plan

Region 3 is committed to advertise one ESB-restricted project by June 30, 2019. Approximate size for this project will be \$300,000 to \$500,000. The initial plan is to have a project addressing approximately 35 to 50 ramps.