ADA CURB RAMP APPLICATION – SFY2021

PROJECT APPLICATION

The Idaho Transportation Department is releasing this statewide call for applications to solicit new ADA curb ramp project proposals from eligible local agency sponsors. The ramps eligible for funding are **here**, navigate to your jurisdiction. Final applications must be submitted to the Department electronically via email. State Fiscal Year 2021 funding will be available 07/01/2020-6/30/2022. All applications including attachments are to be submitted to ITDAltContracting@itd.idaho.gov or any questions are. For all email correspondence concerning this application, please indicate "2021 ADA Application" in the subject line along with the sponsor's name. For example (**Subject:** 2021 ADA Application - City of Arco).

Application due date: Thursday, February 28th 2019 by Close of Business day

PROGRAM OVERVIEW

GENERAL INFORMATION

The Idaho Transportation Department (ITD) allocates $500,000 in State of Idaho funds for competitive grant award to local Jurisdictions to construct ADA compliant curbs/ramps, in addition to the ADA improvements made as part of the normal maintenance and construction of the State highway system each year.

The purpose of Idaho's American's With Disabilities Act (ADA) Pedestrian Curb Ramp Program is ensure that projects improve safety and mobility that enables residents with disabilities full access to pedestrian facilities. The ADA Pedestrian Curb Ramp Program benefits Idaho by improving access to Idaho's transportation system, particularly to those whom mobility is limited.

The program is managed by the ITD Contracting Services and Civil Rights sections and projects are selected through a competitive application process. The awardee receives Notice to Proceed from the Department once a cooperative agreement between the State and the sponsor is fully executed and funds are obligated. The Districts have authority to perform final inspections. The awardee is completely responsible for ensuring the constructed curb ramp meets current ADA guidelines. Eligible projects are restricted to the construction of pedestrian curb ramps. Project construction must be completed within 2 years from the time funds are available. Once selected, the applicant's project manager is required to attend the ADA Pedestrian Curb Ramp Instruction Class.

The Idaho Americans with Disabilities Act (ADA) Curb Ramp Program is a state-administered program that provides funding for projects to address curb ramps on the state highway system. The goal of the program is to provide accessible facilities for pedestrians with disabilities while allowing local jurisdiction flexibility in meeting the required standards. Applicants can qualify for **up to $60,000** in state funding to construct new or alter existing curb ramps on the state highway system to meet the requirements of the ADA. This program provides **more control over of pedestrian facilities** to local communities and makes better economical use of state funds while addressing accessibility on the state highway system. There is **no requirement for a local funding match**; however, **matching the state funds will increase the project score**. **Funds can only be used for construction purposes.**

ELIGIBILITY REQUIREMENTS

Eligible applicants include local jurisdictions (cities, counties, highway districts) and tribal governments. Eligible projects are restricted to the construction of curb ramps. Project construction must be completed within 2 year from the

execution of the Cooperative Agreement. If the criteria or other requirements of this application are not met, the application will be rejected. ITD staff will prepare a cooperative agreement for signature. This agreement outlines the responsibilities of both parties and must be approved by appropriate local official(s). Only eligible expenses performed after the execution of the Cooperative Agreement will be allowed. If selected, the applicant's project manager is required to attend a curb ramp instruction class provided by the Department. Contact Ryan McDaniel at ITDAltContracting@itd.idaho.gov to inquire on upcoming classes. All completed ramps are to be inspected by the sponsor and compliance shall be documented using the Department's ITD-0288 form. Photos of each constructed ramp are to be recorded and submitted to the Department with each ITD-0288. Any completed ramps that do not meet ADA requirements will require corrections at the sponsor's expense. Department staff may perform a final site review and inspection for compliance with ADA. Successful applicants agree to disperse Curb Ramp Program funds in compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Section 504 of the Rehabilitation Act of 1973, the Age Discrimination Act of 1975, and the Americans with Disabilities Act of 1990 (ADA), to ensure their actions and activities do not discriminate on the basis of race, color, national origin, sex, age, or disability.

CURB RAMP APPLICATION REQUIREMENTS

Eligible Activities: Funds can only be used for construction purposes.

Right-of-Way: Right-of-Way costs are not eligible expenses.

Please provide the following information for each curb ramp location included in your application.

- **Location**: Include the Ramp ID from the ITD Curb Ramp Inventory, follow the below link to IPLAN http://iplan.maps.arcgis.com/apps/webappviewer/index.html?id=8aa8b21f61d5421a812c46d25f1b5407. Note: only curb ramp locations on the state highway system are eligible under this program. For ramps not listed in the ITD ADA Transition plan, District staff can assist in selecting ramps to include in the project.
- **Priority:** List the priority shown in the ITD ADA Transition Plan (or "other" if not listed in the plan).
- **Cost**: Provide the total lump-sum estimated amount of funding requested from ITD for each curb ramp.

APPLICANT INFORMATION

Project Sponsor			
Contact Name			
Title			
Phone Number		Email Address	
Address			
Proposed Project Manager/Title (REQUIRED)			
Phone Number(s):		Email Address:	

Application Priority Designation: For this application cycle, only one project award is allowed per local project sponsor. An application can include multiple curb ramps. If sponsor is submitting multiple applications, please indicate the application priority.	
Application Priority	

PROJET CURB/RAMPS - LOCATIONS AND ESTIMATE

NOTE: RAMP ID & PRIORITY ARE FOUND IN THE IPLAN WEB MAPPING APPLICATION (**CLICK HERE**). PROVIDE AN ALL-INCLUSIVE LUMP SUM COST ESTIMATE INCLUDING SUCH ITEMS AS MOBILZATION AND TRAFFIC CONTROL FOR EACH RAMP PROPOSED IN THE BELOW TABLE.

Ramp_ID Number	Priority	Is right-of-way needed?	Ramp Cost
		Total Project Cost →	

REFERENCE MATERIALS

The following reference materials are included to aid a potential applicant in identifying and prioritizing eligible projects. These reference items can be found at http://itd.idaho.gov/alt-programs/.

- ITD Curb Ramp Inventory, IPLAN online web mapping application
- Sample Cooperative Agreement
- Curb Ramp Standard Drawings 614-3
- Form ITD 0288 Curb Ramp Inspection

SELECTION PROCESS

Project applications can include multiple curb ramp locations. Each curb ramp location will be individually evaluated by a review panel consisting of staff from the following agencies:

- Idaho Transportation Department
- Federal Highways Administration – Idaho Division
- LHTAC

Individual curb ramp improvement projects will be selected for award based on project need as described below. Selected projects will be recommended to the Idaho Transportation Board to be including the current Idaho Transportation Improvement Program (ITIP) in the annual June or July Board meeting. Official approval of the recommended projects usually occurs between October and December of each year, with funding available that following stat fiscal year.

SCORING EQUATION

A scoring equation was deliberately developed to prioritize the use of precious taxpayer funds on cost per ramp priority.

(Total Priority Points / Total Cost) + ADA Plan pts + Match pts + Connection pts) = Total Score

This equation will ensure that an application that proposes to construct many ramps for a low price will score high and is more likely to be awarded. An application that proposes to construct few ramps for a high price will score low and is less likely to be awarded. The State of Idaho emphasizes the importance of constructing high quality, high priority ADA compliant ramps on the state system at the best value to the taxpayer. Applicants indicating they possess an ADA compliant local transportation plan, provide a local match and identify a specific connectivity component will increase likelihood of award.

SELECTION AND SCORING

The need to construct or alter an existing curb ramp will be evaluated based on the following criteria.

1. How will the construction work be performed? (informative only, either option is acceptable)
   ☐ Applicant's forces ☐ Contracted forces

2. ITD ADA Transition Plan Priority

Note: Curb Locations and Estimate should indicate the priority of each ramp proposed from IPLAN web link. The ITD ADA Transition Plan prioritizes each non-compliant curb ramp and this program assigns a score based on that priority: high = 20 points; medium = 10 points; low = 5 points. Non-compliant curb ramps on the State Highway system not listed on the ITD ADA Transition Plan may be included, and scored 5 points.

3. Previous Performance of Awardee
   ☐ Eligible ☐ Ineligible

   Note: Applicants that have been previously awarded an ADA Curb/Ramp grant and failed to meet the requirements of that Cooperative Agreement are ineligible for funding. This provision does not apply to applicants that may have withdrawn a prior project, voluntarily, successfully closed their project and returned the funds to the State of Idaho – which is a requirement of the Cooperative Agreement. These applicants are certainly eligible.

4. New Applicants
   ☐ Yes ☐ No

   [Applicants that have not previously been awarded funds are required to attend the mandatory training at no cost, and these projects will receive priority status]

5. Has the applicant's project manager ever attended a mandatory no-cost curb ramp instruction class provided by the Department (y/n)?
   ☐ Yes ☐ No

   5b) If yes, would the applicant PM like to attend training as a refresher course or for the benefit of other staff (y/n)?
   ☐ Yes ☐ No

6. Is the applicants approved local transportation plan ADA compliant (20pts)?
   ☐ Yes ☐ No If yes, date adopted: _____

7. Is the applicant voluntarily matching with local funds (10 pts)? [Not required, but match does increases score]
   ☐ Yes ☐ No

8. Does this group of ramps connect to an existing pedestrian transportation system (5 pts)?
   ☐ Yes ☐ No

9. Has the applicant reviewed the ADA Project Risk Management Section (next page)? [voluntary, not scored]
   ☐ Yes ☐ No

   9b) Has the applicant added any additional events to the Risk Management Section? [voluntary, not scored]
   ☐ Yes ☐ No

PROJECT RISK MANAGEMENT

*** ADA Project Risk Management ***

Events can, and do, occur that positively or negatively affect the objective of the ADA project. It is useful to prepare for some typical risks and recognize when they start happening with a deliberate response that minimizes the consequences

and/or maximizes the exploitation of a presenting opportunity. These examples are illustrative *only*; as each project should be addressed on a case by case basis because each project is so unique and important.

Cultural/Historic/Environmental

Event: Are those petroglyphs?
Consequence: minimum $8-10k and 3 months schedule overrun
Response: Coordination with SHPO (State Historic Preservation Office) or THPO (Tribal Historic Preservation Office) in addition to working with LHTAC and/or ITD environmental section
Notes: May only be a cultural review which is a shorter process, but if a survey is required it is a much longer process and SHPO requires 30 days review time once the report is submitted

Hazmat

Event: someone digs up a big barrel…
Consequence: minimum $5k and 2 weeks
Response: call the fire department, review this link
Notes: https://www.osha.gov/Publications/complinks/OSHG-HazWaste/11-12.pdf

Stormwater System

Event: Discovery of a previously unknown stormwater system, extent of a known system or exceeding a trigger to create a stormwater system where no system currently exists
Consequence: minimum $5-50k and 3 months schedule overrun
Response: Hire a civil engineer, potentially perform geotechnical work and construct the stormwater system appropriate for the land use jurisdiction sponsoring the project
Notes: These are very common and likely project risks

Waters and Wetlands Permitting – Federal and State

Event: working below the high water mark or work that impacts continuous year-round flow
Consequence: minimum $10k and 6 months schedule overrun
Response: Stream Channel Alteration (IDWR) and/or 404 permit (Army Corps) is likely required
Notes: This includes time for consultant to delineate and both permits. Army Corps gets 45 days to review and if it goes to DEQ that's an additional 60 day review period

Utility coordination

Event: Utility found/hit.
Consequence: $5k-$50k, 1-3 months schedule overrun
Response: Signed utility waivers in time to deliver the plans, specifications, an estimate (PS&E)
Notes: Utilities will often refuse to sign waivers. Failure to coordinate with utilities can result in minor to catastrophic consequences: for above ground utility relocation, right of way shortage or redesign for over the top work, 'stop work' is on the table. Relocation tasks should be known at the onset of the project. These events may include locating utilities and constructing sidewalk over the top without disruption; moving a pole, going around a pole or avoidance.

Right of Way

Event: The subject site turns-out to be on private property!
Consequence: TAP funds cannot be used to acquire Right of Way … stop work.
Response: Pass or fail. Sponsor acquires at own expense, without contribution of federal funds.

Notes: Acquiring right of way is a long lead task and requires final design plans to begin the acquisition process. Property rights issues can end the project if unresolved. Expect delay in obligation of project funds until ITD is informed that the completion of the project is possible.

Response time

Event: Various members of the project team may seem slow to respond
Consequence: Cascading schedule delays, corresponding budget overruns
Response: Increase communication, adaptation and flexibility
Note: When, it can lengthen the design time and increase costs to the project.

Railroad

Event: Railroad corridor and pedestrian corridor intersection improvement
Consequence: maintenance review fee ($500), $1-$3k initial application fee, 15 day rush fee ($5k) or 5 day rush fee ($10k); crossing application (30-45 day min), encroachment application (90-120 day min), and if further questions (30-45day min) for overall total (60-90 day)
Response: Acquire contractor right of entry/temporary use of railroad property permit
Notes: Coordination with railroad partners is a consistently deliberate process. Scale/magnitude dependencies will become realized in this process, from an additional 1-2 months' to 1-2 years' timescale depending on the complexity of development/design time required to implement the project abutting, crossing, passing over or obtaining easement with the railroad right-of-way.

Economy, Bidding climate and Inflation

Event: The economy rises and falls and the cost of time, service and material
Consequence: When the government and private sector compete for resources, costs fluctuate
Response: Pay increased/decreased cost, postpone, bid 5 quarters prior to construct, no build
Notes: Sponsors complete estimates during the application period and the projects bid years later, when they go to construction. Timing of advertisement also impacts the construction prices – if possible, a fall or winter bid is ideal for construction the following spring/summer.

Pedestrian Safety

Event: Demolition of curb ramp at an intersection, creating detour
Consequence: The need to separate incompatible transportation uses becomes clear
Response: traffic control/pedestrian safety plan – required to provide same, or better, pedestrian level of service during construction as before construction.
Notes: Successful strategies include: construction of one side of the thoroughfare at a time, detour to the opposite side; detour route one block away or closest cross walk; be mindful of timing, business and local commerce (i.e. 4th of July one week, 10th of July next week); increase communication with local jurisdictions and property owners and deliver on schedule.

Geotechnical

Event: A rock job becomes a dirt job; or conversely, a dirt job becomes a rock job.
Consequence: highly severe or inconsequential
Response: Stop work, reassess, change order and cancel
Notes: Unknown subsurface conditions are a common risk, with scale dependent consequences.

FILL IN THE BLANK:

(Insert Type of Risk)_____

(Describe) Event:

_____ _____

(Describe) Consequence:

_____

(Describe) Response:

_____

(Describe) Notes:

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Event:

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Consequence:

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