



Oregon

Tina Kotek, Governor

Oregon Department of Transportation
Statewide Project Delivery Branch
Project Controls Office
555 13th St NE
Salem, OR 97301

BID REFERENCE DOCUMENT

DATE: September 24, 2026

Letter of Clarification No. 08

TO: PLAN HOLDERS

POWELL
Nathaniel

PREPARED BY:

Nathan C. Powell

Digitally signed by
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Date: 2026.09.24
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FINAL ELECTRONIC DOCUMENT AVAILABLE UPON REQUEST

SUBJECT: OR22: Center St Bridge (Phase 1) Project
Willamina-Salem Highway
Marion & Polk Counties
Grading, Drainage, Structures, Paving, Signing, Illumination, and Roadside
Development
(Bids Closing October 8, 2026)

The following Bid Reference Documents remain on eBIDS:

- HDPE Lining As-Built

The following Bid Reference Documents have been updated on eBIDS:

- Agency's Conceptual Construction Time Estimate

The following Bid Reference Documents have been removed from eBIDS:

- Letter of Clarification 07

The following are the Agency's responses to Bidders' questions/requests for clarification:

Question #1: Can temporary self-supported fencing be used in lieu of what's shown in BB18? Please provide more details as to where the fencing and gates are required and of the 21 day constraint listed in Section 00270?

Response #1: Section 00270 Temporary Fence: Despite the design for robust construction, as shown on Sheet BB18, the fence is "temporary" and to be removed after the project. Per 00270.00, the Work consists of constructing, maintaining, and removing temporary fences, gates, and gateways as shown or directed. It is intended to prevent the need to repeatedly and continuously clear work areas of personal property and hazardous debris. Even though the Agency has 21 Days for re-clearing hazards and personal property during which time contractors are not entitled to additional time or compensation, there is a cost to the Agency to clear the site again, which needs to be minimized. Temporary self-supported fencing is not expected to provide enough of a deterrent and will not be accepted in lieu of the fence detailed on Sheet BB18. Regarding gates, 00270.80 specifies that gates will be paid center to center of the posts and paid for under the fence item.

Layout is dependent on the contractor's needs for shoring, work area and materials storage, access, etc. Although ODOT will direct the fence to be installed, it is expected that the Contractor and ODOT will work collaboratively to determine the best location for the fence, accesses, and gates. Also note that when someone enters a fenced and posted area, the legal timelines for cleanup of any personal property generated are shorter in duration, which will lead to areas being cleared more quickly.

Question #2: Assuming the waterline replacement work will be off peak season, it appears the waterline replacement, including Stage 5 can only be done during Oct-April (assumed). This is problematic with Bents 15 and 20.

- Bent 15 – Sheet HD07 shows the cofferdam used to construct the Bent 15 work. In order to fully construct the pier, remove the old pier, de-attach the waterline from the pier, wreck the existing pier within the cofferdam we need to be in the water window. Does this coincide with the allowable waterline outage?

- All the below ground work shown on RC08 is below Ordinary High Water, including the temp work the City of Salem is performing. Has this been accommodated for in permitting and waterline shutdown timeframes?

Response #2: The sequencing of Bent 15 and the water line is complicated.

The shaft, after being constructed during the IWWW, could be left at the non-contact lap splice elevation until the shoring is installed (before water line is out of service) and the pier wall removed or partially removed to below the new crossbeam during the waterline shutdown period. Once the shoring and column cages are installed, it could be difficult to remove the existing Bent 15 all at once, thus the possible need to do partial removal initially. After at the top portion of the

pier wall is removed, the columns and crossbeam can be constructed and the water line reinstalled.

The Phase 5 sequence shown on RA03 is not prescriptive or rigidly sequential. It represents a general set of steps for waterline construction. There is one month of overlap (October 1 to 31) where in-water work is allowed and the waterline may be out of service which provides sufficient time for the waterline construction elements within OHW.

Question #3: Plan sheet JZ13 vertical coring detail references mill and patch of existing asphalt in relation to the vertical core holes. Plan sheet JA07 indicates vertical coring takes place after cold plane, micromill and hydro demo (during 55 day bridge closure phases). Please clarify discrepancy and if vertical coring can take place prior to the 55 day closures in Stage V1/Phase 2 and 3.

Response #3: The construction sequence on sheet JA07 will be revised, via addendum, to address the noted discrepancy.

Question #4: Plan sheet JA07 references construction sequencing for the pier wall strengthening work at Bents 20-28. It does not sequence the pier diaphragm work at Bents 21-24, 26, 28 into construction sequence (see plan sheet JA132). Plan sheet JA132 does not show an allowable construction joint between the pier wall work and the upper diaphragms, although one could argue based on constructability that one would be necessary. Is a construction joint allowed here? Does this upper diaphragm pour fit into the upper zone construction sequencing of the se piers as referenced on plan sheet JA07?

Response #4: The Agency will issue an addendum revising the contract plan's shown/allowed construction joints at this location.