Oregon
Tina Kotek, Governor

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

DATE: October 26, 2026

Addendum No. 5

TO: **PLAN HOLDERS**

PREPARED BY: Sean R. Triana 2026.10.26 09:51:47 -07'00'
Sean Triana

APPROVED BY: Desire Giraneza 2026.10.26 10:06:53 -07'00' P.E.
Desire Giraneza

FINAL ELECTRONIC DOCUMENT AVAILABLE UPON REQUEST

SUBJECT: I-84 (Westbound): Union Pacific Railroad Bridge (Hood River) Project
Columbia River Highway
Hood River County
Grading, Drainage, Structures, Paving, Signing, and Roadside Development
(Bids Closing November 19, 2026)

The following changes are made to the Project Special Provisions:

1. Subsection 00560.43 Shop Assembling - This subsection is added after subsection 00560.42:

   00560.43 Shop Assembling - Replace this subsection, except for the subsection number and title, with the following:

   (a) General – For Structure No. 24318, use progressive girder assembly according to 00560.43(b). Assemble in the shop the field connections of main members of trusses, arches, continuous beam spans, bents, towers (each face), plate girders and rigid frames with milled ends of compression members in full bearing and then ream their subsize holes to specified size while the connections are assembled.

   Make check assemblies of cross frame connections according to 00560.43(c). Progressive transverse assembly stages meeting 00560.43(c) may serve as the required check assemblies; separate duplicate assemblies are not required.

   Obtain approval for each assembly stage and each check assembly, including camber, horizontal alignment, relative elevation of girder lines, accuracy of holes and fit of milled joints before reaming is commenced, before any shop section is removed from the assembly, or before a check assembly is dismantled.

Do not ship any girder shop section or cross frame of a continuous unit until every cross frame connection within the unit has been fitted and approved according to 00560.43(b). Acceptance of the shop assembly does not relieve the Contractor of responsibility for fit-up during erection.

Provide a camber diagram, prepared by the fabricator, showing the camber at each panel point in the cases of trusses or arch ribs, and at the location of field splices and fractions of span length (quarter points minimum, tenth points maximum) in the cases of continuous beam and girders or rigid frames.

(b) I-Girder Assembly–

(1) Girder Lines – Assemble each girder line in the vertical orientation in stages of at least three contiguous shop sections and at least 150 feet of girder length. Where a girder line has three or fewer shop sections or is less than 150 feet long, assemble the full girder line, bearing to bearing, at one time.

(2) Transverse Assembly – Assemble at least three adjacent girder lines at one time at the girder spacing, horizontal curve, and relative elevations shown and fit every cross frame connecting the assembled girder lines within the assembled length, including bent cross frames. Secure each cross frame connection with fit-up bolts or drift pins in at least 50 percent of the holes, including one at each corner.

(3) Progression – Progress the girder line assembly from one end of each continuous unit to the other. Carry at least the last shop section of the previous stage forward into the next stage, repositioned as needed and pinned to maintain alignment.. In a progressive transverse assembly, leave the girder line common to consecutive groups of girder lines in position, blocked and undisturbed, until the cross frames of the following group are fitted and approved. Do not remove a girder line or shop section from the assembly stage until every connection to it within the assembled length is fitted and approved. Submit a shop assembly procedure with the shop drawings showing the stages, the girder lines and shop sections in each stage, blocking locations with no-load camber ordinates, horizontal offsets and relative elevations of girder lines, the method of geometry control and measurement, and the method of cross frame fit-up and hole verification.

(4) Cross Frame Fit – Cross frames are detailed for steel dead load fit (SDLF) as shown. Show the no-load web position at each cross frame on the shop drawings, computed from the differential steel dead load deflection between the connected girders. Assemble the girders upright, blocked at the no-load camber, and rotate them to the no-load web position shown before fitting cross frames. Fit cross frames without forcing the girders or cross frames from this position. Drift only to align parts, not to enlarge holes or distort metal. Verify that a bolt enters each remaining hole by hand. Do not ream, enlarge, or drill holes, or shim or heat to achieve fit, without the Engineer's written approval. Inspect every cross frame connection before disassembly. Record the web position at each cross frame, each connection that does not fit, and the approved correction made. Include the record in the assembly report, signed by the fabricator's quality control manager.

(c) Cross Frame Check Assemblies - Verify the fit of all cross frame connections by check assembly. A check assembly consists of at least three contiguous shop sections, in each of at least three adjacent girder lines, assembled with every cross frame within the assembled length according to 00560.43(b)(2) and 00560.43(b)(4). Include all girder lines in each check

assembly, in groups of at least three adjacent girder lines with one girder line common to consecutive groups.

If the check assembly fails to demonstrate that the cross frame connections fit according to 00560.43(b)(4), further check assemblies may be required at no additional cost to the Agency. Acceptance of the check assembly does not relieve the Contractor of the responsibility for assuring accurate fit-up during erection.

(d) Match-Marking - Match-mark connecting parts assembled in the shop for the purpose of reaming holes in field connections, and cross frame connections corrected in a check assembly, and provide a diagram showing such marks to the Engineer.

2. Subsection 00560.43(a) General - This entire subsection is deleted.

3. Subsection 00560.43(g) Check Assemblies with Numerically Controlled Punched and Driller Field Connections - This entire subsection is deleted.

4. Subsection 00560.43(h) Match Marking - This entire subsection is deleted.

5. Subsection 02571.30(c) Peel Strength Test - The paragraph that begins with the words "Perform a peel…" is replaced with the following:

   When laminated bearing pads are vulcanized to a steel plate, provide a representative sample bearing pad for each size and lot of production bearings. Produce the representative sample pad concurrently with the production lot and perform the peel strength test on this sample. The bond between the elastomer and steel laminate in each specimen shall be not less than 40 pounds per inch.

These changes will be included in the Contract for this Project. It is understood that your Bid must and shall be submitted accordingly.

st:DG