



Oregon

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Department of Transportation
ODOT Procurement Office - Construction

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DATE: March 13, 2009

TO: Potential Bidders

FROM: Oregon Department of Transportation

SUBJECT: Potential Bidding Opportunity – Special Prequalification Requirement
Bear Gulch Slide Drainage Tunnel Repair
Key # 16360
Jackson County, Oregon
Anticipated Bid Opening Date: June 11, 2009

1. Draft Project Scope Statement:

ODOT is planning a project named Bear Gulch Slide Drainage Tunnel Repair. The project consists of rehabilitating an existing drainage tunnel beneath the Old Siskiyou Summit Highway near milepoint 9.9. The intent of the proposed work is to rehabilitate, via tunnel boring and jacking methods, an existing plugged, drainage tunnel and system of variable size with a total length of approximately 362 feet. Obstructions within the drainage tunnel will be removed and damage to the tunnel will be repaired. The drainage tunnel will be lined with a steel casing and the inlet structure will be slip-lined with a cured in-place pipe liner. A French drain may be added near the inlet of the tunnel system to convey flow from a suspected subsurface flow area into the inlet structure.

The existing drainage tunnel is believed to be an approximate 3 foot wide by approximate 5 foot high, hand dug tunnel (circa 1940) lined with 8 inch by 12 inch creosote treated timber sets. The timber sets are believed to be placed against one another for the length of the approximately 305 foot long tunnel with an average grade of about 1.4%. The drainage tunnel has an approximate 37 foot deep near vertical inlet lined with a 30 inch corrugated metal pipe (CMP). It is believed the near vertical inlet forms a near 90 degree elbow at its base with a 15 foot section of 30 inch CMP inserted horizontally into the tunnel. The tunnel outlet has a 20 foot section of 48 inch CMP which replaced a portion of the timber lined tunnel, resulting in a total approximate horizontal length is 325 feet. It is suspected that there may be subsurface flow entering the drainage tunnel as evidenced by the observation of flow exiting the system while no flow is entering the inlet. The work site is accessible via non surfaced, tracked vehicle accessible, paths to both the inlet and outlets of the drainage tunnel on either side of the existing paved highway embankment. The roadway surface is approximately 60 feet above the inlet to the tunnel and approximately 100 feet above the outlet to the tunnel. Enclosed Figure 1 can be reviewed for a depiction of the site conditions. All descriptions, dimensions and depictions of the existing features and proposed work are conceptual, approximate and not intended for bidding purposes as this project is currently in development. The estimated contract value is less than \$500,000.

2. Two requirements of this project involve ODOT approval of qualifications:

- General Prime Contractor Prequalification
- Special Contractor Prequalification which will determine which bidders will be invited to submit bids.

The instructions and application form for the General Prime Contractor Prequalification are located at the following website:

http://www.oregon.gov/ODOT/CS/CONSTRUCTION/Prequalifications.shtml#General_Prequalification.

3. Further Informaton:

- For questions about the scope or technical aspects of the project, please contact Pete Castro, P.E. at 541.957.3603; or e-mail Pete.T.Castro@odot.state.or.us.
- If you have questions regarding the prequalification process or the forms, please contact Vera Wicks at 503.986.6917; or e-mail vera.wicks@odot.state.or.us.
- Further details of the project such as the Request for Special Contractor Prequalification and the advertisement of project will be at the following website under “Bid and Award” as they become available. <http://www.oregon.gov/ODOT/CS/CONSTRUCTION/>

Enclosure (1)
Figure 1