



## ROAD DEPARTMENT

### CLARIFICATION NO. 1

#### TUMALO RESERVOIR RD IMPROVEMENT

Date: December 10, 2025  
To: Bidding Documents Holders  
From: Cody Smith, County Engineer/Assistant Director

In response to inquiries made by Bidding Documents holders, Deschutes County Road Department (Agency) is providing the following clarification for the above-referenced Project:

**Question 1:** *...having the same exact work paid for by two completely different methods (General Excavation item may include FDR and the FDR item may include general excavation) depending on where you are on the project, creates a multitude of issues... We would suggest changing the bid items such that the FDR item is for existing asphalt surface for the entire job since it all gets reclaimed and the excavation item is for all of the excavation on the project, including the pulverized material.*

**Agency Response:** The Pay Limits for the Full-Depth Reclamation (FDR) and General Excavation areas are defined on the Roadway Plan and Profile sheets, C-10 through C-35, and in Details 3 and 4 on Sheet C-10. The intent is to perform FDR on all of the existing pavement.

- FDR will be measured and paid for in the areas indicated under *Bid Item (BI) 020: Full Depth Reclamation Base*, based on the area of the existing pavement receiving FDR treatment. These areas are generally where the roadway profile finish grade at centerline is above the existing roadway profile grade at centerline. These areas are reflected in the total quantity for *BI 020*. For required excavations (cuts) outside of the existing pavement surface area but within the new roadway prism, these areas will be measured and paid under *BI 010: General Excavation* according to Special Provision 00643.90. This includes excavation volumes for V-ditches, flat bottom swales and water quality swales. The FDR Pay Limits are represented in Detail 3, Sheet C-10.
- General Excavation will be measured and paid for in the areas indicated under *BI 010: General Excavation* on the volume basis. These areas are generally where the roadway profile finish grade at centerline is below the existing roadway profile grade at centerline. These volumes are reflected in the total quantity for *BI 010*, along with the volumes of excavation required for cuts and swales as noted above.

The Agency is not agreeable to amending the bid item quantities to include duplicate payment for FDR in areas identified for General Excavation, and likewise General Excavation in areas identified for FDR.

**Question 2:** *After looking at the traffic control plan, I want to confirm the county doesn't expect each phase to be paved before starting the next phase. Is suitable gravel sub-grade acceptable before continuing to the next phase?*

**Agency Response:** The Agency will allow low-speed vehicle and construction equipment traffic on the completed base materials according to Special Provision 00643.48 and Standard Specification 00641.60.

**Question 3:** *Do you know if the cut/fill quantities provided in the cross sections include the cut/fill for the road and driveway approaches, and sediment ponds?*

**Agency Response:** Yes, these quantities are included in the cut/fill estimates and are also reflected in the total quantities for appropriate pay items.

**Question 4:** *Is the drainage curb asphalt or concrete? The standard drawing has both options and I don't see it shown in the specials specs or the plans.*

**Agency Response:** The Drainage Curbs (Standard Curb and Mountable Curb types) shall be concrete according to Standard Drawing RD700.

**Question 5:** *How deep is the subgrade stabilization?*

**Agency Response:** Subgrade Stabilization is to be 12 inches in depth with a non-woven subgrade geotextile. This information was not originally included in the Bidding Documents or Bidding Plans, and will be addressed in a forthcoming Addendum. The Agency regrets this omission.

**Question 6:** *Does the FDR replace the 4" aggregate base? If not, is the FDR the only thing allowed for embankment?*

**Agency Response:** In areas where the roadway profile finish grade at centerline is above the existing roadway profile grade at centerline, the 4-inch aggregate base course is to be placed on top of the completed FDR base according to the Typical Sections in the Plans. In areas where the roadway profile finish grade at centerline is below the existing roadway profile grade at centerline, the 4-inch aggregate base course is to be placed on top of the prepared subgrade after performing excavation.

FDR is allowable for embankments according to the Typical Sections. Other suitable borrow material can also be used for embankment fills in areas identified for embankment according to Standard Specification 00330.12.