

CONSOLIDATED DIKING IMPROVEMENT DISTRICT NO. 1

INVITATION TO BID

MAIN PUMP STATION BRIDGE REPAIRS

Notice is hereby given that separate sealed bids will be received by the District Manager of Consolidated Diking Improvement District No. 1 for the Main Pump Station Bridge Repairs project. The project includes minor repairs to one concrete bridge and one timber bridge including but not limited to replacing one timber pile cap, re-attaching cross bracing, erosion repairs and grout repairs. Both bridges are located at the CDID#1 Main Pump Station at 5350 Pacific Way in Longview, WA.

This project will be awarded via direct contracting methods in accordance with RCW 39.04.152. Only contractors on the MRSC Small Works Roster will be invited to bid.

Small, Minority, Women and Veteran-owned firms are encouraged to bid. The District has set a voluntary goal of 8% for utilization of disadvantaged businesses in 2026 and is committed to providing opportunities to a wide range of contractors including small businesses.

The successful bidder will be required to comply with all applicable provisions of the most recent edition of the WSDOT Standard Specifications for Road, Bridge and Municipal Construction manual.

This project is not subject to prevailing wage requirements. A bid bond is not required.

CDID#1 reserves the right to reject any or all bids, accept the bid deemed in the District's best interest, waive any informalities in bidding, and delay award of the bid until a regular board meeting.

Bids will be accepted until 3:00 PM, Friday, January 30, 2026.

Bidders may use their own proposal form and format so long as all items of work are clearly identified.

Bids must be submitted via email to amy.blain@cdid1.org. Results will be posted at www.cdid1.org.

Following award, the successful contractor must complete the repairs no later than July 31, 2026.

For questions about this invitation to bid, contact Amy Blain, at 360.423.2493 or amy.blain@cdid1.org.

DATED at Longview, Washington, this 6th day of January, 2026.

CONSOLIDATED DIKING IMPROVEMENT DISTRICT NO. 1

Amy N. Blain, P.E.

District Manager

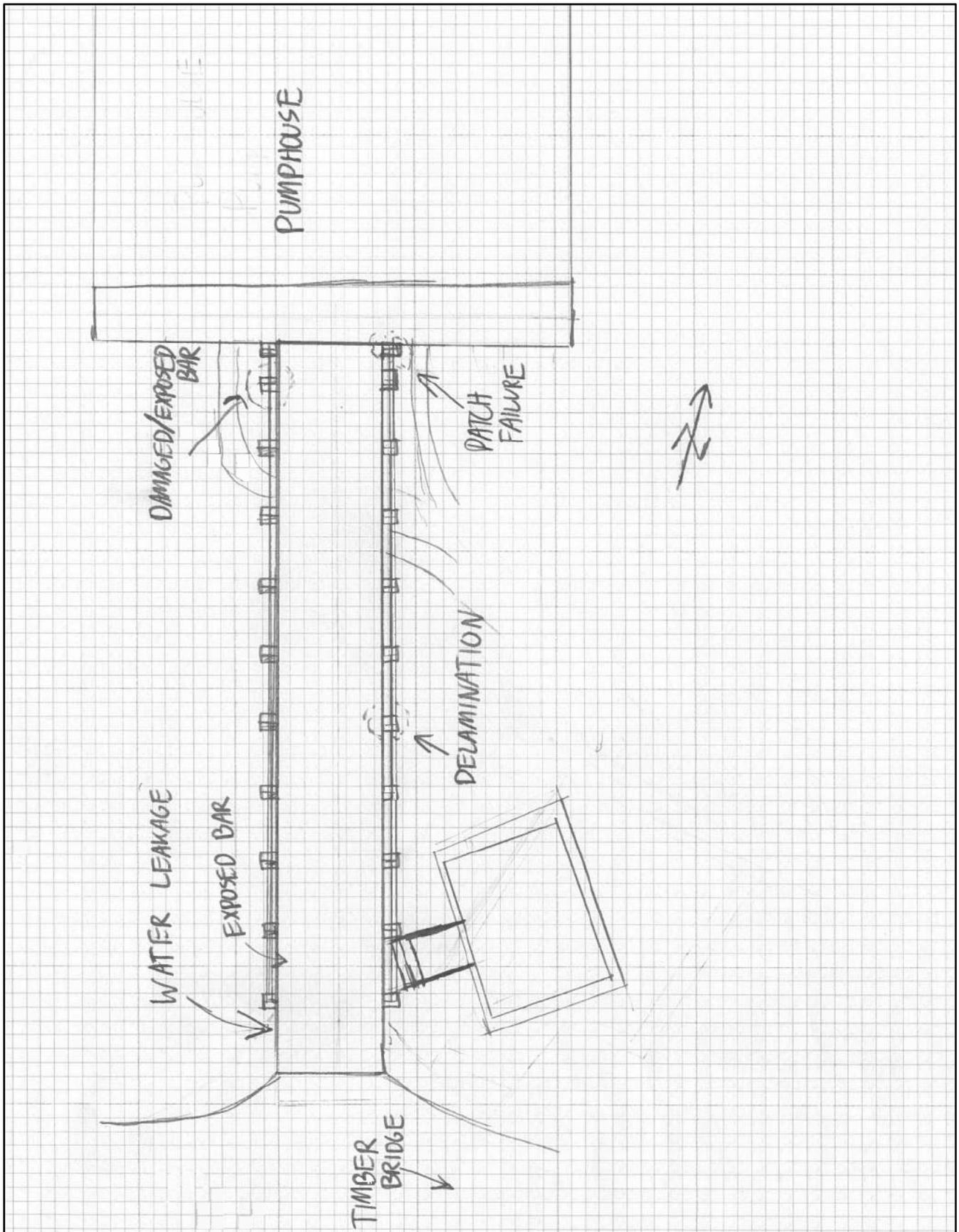
SCOPE OF WORK

CONCRETE BRIDGE



Reference	Description
	<p>2nd post, north end, west side: Failed patch</p> <p>Remove loose and delaminated grout down to sound concrete. Brush and clean all surfaces prior to patching. Apply bonding agent and use high-strength non-shrink precision grout.</p>
	<p>1st post, north end, east side: Failed patch approximately 4-inches deep x 2 SF</p> <p>Remove failed patch and spalling concrete down to sound concrete. Brush and clean all surfaces prior to patching. Apply bonding agent and use high-strength non-shrink precision grout. Hand trowel and chamfer corners to match existing edges.</p>
	<p>5th post, mid span, west side: Delaminated patch</p> <p>Remove loose and delaminated grout down to sound concrete. Brush and clean all surfaces prior to patching. Apply bonding agent and use high-strength non-shrink precision grout.</p>
	<p>Bridge deck, south end, west side: Exposed rebar, approximately 6-inches long</p> <p>Sawcut on both sides of rebar to provide clean edges. Remove surrounding and underlying concrete by 1-inch in all directions. <u>Do not cut rebar.</u> Wire brush rebar to remove rust and coat with epoxy primer. Blow out with compressed air or vacuum clean. Use high-strength non-shrink grout. Do not fill adjacent hole.</p>

CONCRETE BRIDGE



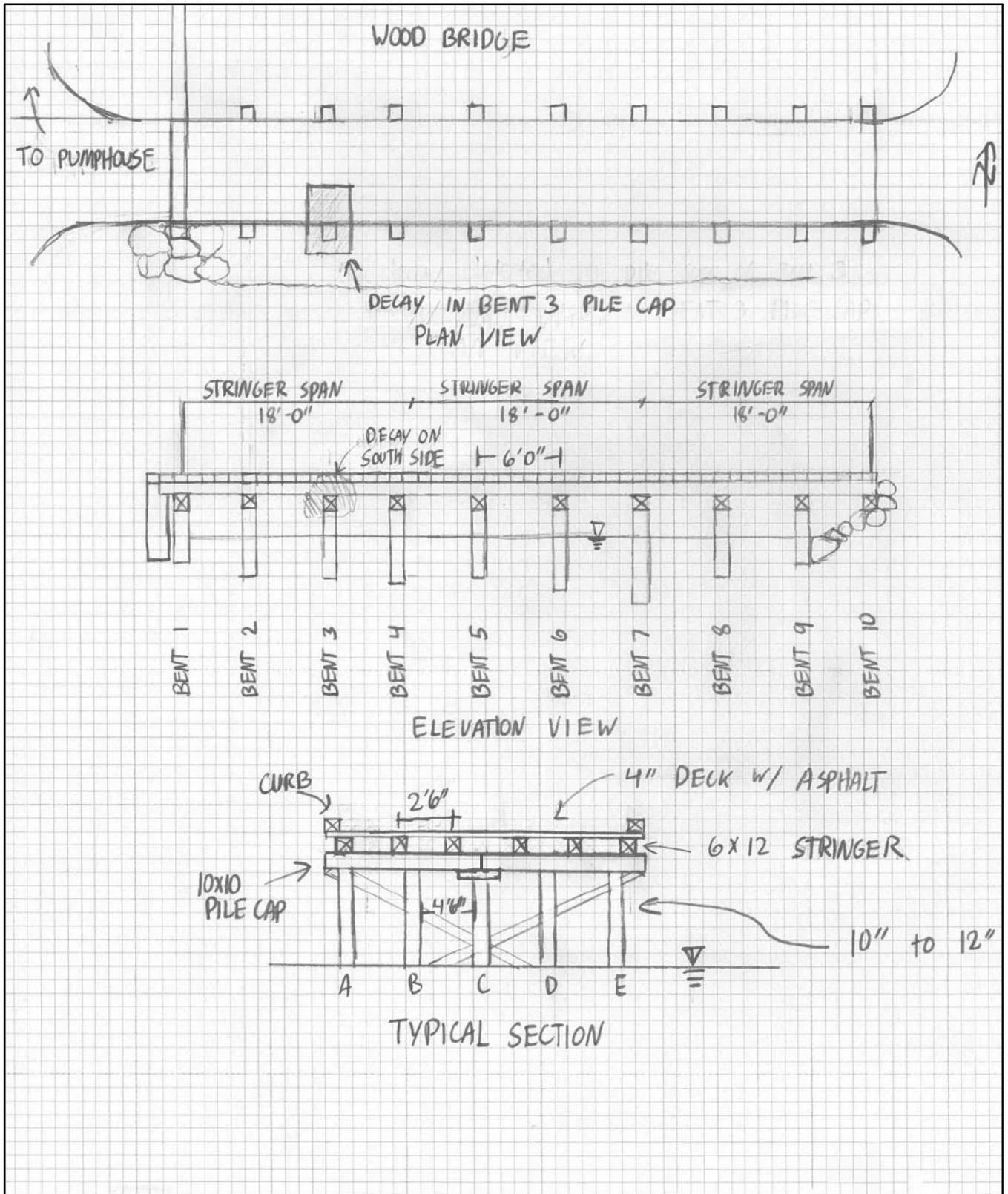
SCOPE OF WORK

TIMBER BRIDGE



Reference	Description
	<p>Pile cap, Bent 3, south side: Rotted end</p> <p>Existing pile cap is two pieces. Install temporary supports as needed to take weight off one-half of the pile cap. Remove and replace with treated Doug Fir-Larch No. 1, 10"x10"x 10'-3" long to match existing. Re-attach steel strapping to secure the pile cap to the pile supports.</p>
	<p>West abutment, northwest corner: Material void</p> <p>Pressure grout fill a large cavity behind the backwall where the timber bridge meets the end of the concrete retaining wall. Use soil stabilizing expanding grout to fill voids and annular spaces within the soil. Use two-step Avanti Low Vis Hydro moisture activated polyurethane resin AV-278 mixed with Low Vis Accel catalyst AV-279. Approximately 1 CY.</p>
	<p>Multiple bents: Loose cross bracing</p> <p>Re-attached existing 2x8 cross bracing to piles. Use exterior grade timber screw fasteners, 8" long.</p>
	<p>West abutment, north side: Deficient drainage</p> <p>Install asphalt patch with built-up curb to redirect water runoff away from the bridge abutment and toward the bridge deck. Add rock and supporting material below as needed to build up unsupported corner of asphalt, approximately 3/4 CY.</p>

TIMBER BRIDGE



REFERENCE INFO

INSPECTION REPORTS



Memorandum

To: Troy Cole
From: Samuel Lozano PE
Copies: File
Date: November 12, 2025
Subject: CDID Main Pumphouse Concrete Bridge Rating
Project No.: 22123



Overview

Otak was retained to perform a routine inspection on an existing bridge for the Consolidated Diking Improvement District Number 1 (CDID) at their Main Pumphouse facility at 5350 Pacific Way, Longview, WA 98632.

The Main Pumphouse has two bridges near it, with this inspection pertaining to the concrete bridge. The pumphouse is accessible primarily by means of the concrete bridge which serves as a driveway to the pumphouse.

Inspection Notes & Evaluation

A site visit was performed on August 13, 2025.

The concrete bridge was constructed in 1924 and consists of (8) spans, each 8 feet long. The concrete slab spans between bents and serves as the driving surface as well. Portions of the substructure previously served as a spillway, but the system has been altered since construction to utilize large pipes passing through the substructure. The north side of the bridge was inspected from the west bank while the south side was inspected visually by boat. Additionally, portions of the bridge assessable from catwalks, piping, and nearby concrete walls were inspected from the vantages. Inspections included visual inspections and sounding the concrete members to audibly detect any delamination.

Deck and Structure:

The concrete bridge deck overlay was in satisfactory condition, with 6" inches of exposed rebar on the north end of bridge near 2nd rail post from west side. Localized delamination was detected at several places below the deck. In two places, the alignment of the large pipes used to replace the spillway system required removal of some material from the substructure.

The railings and curbs were in fair condition, with multiple instances of spalling, delamination, and patch failure. On the west side of the north end of the bridge, the second post exhibited significant delamination. On the east side of the bridge, the concrete rail on the north side exhibits spalling due to a patch failure approximately 2 square feet in area and up to 4 inches deep. The south side rail shows delamination near

mid-span (fifth post from the east end). On the west side, previous water leakage beneath the pipe has eroded the concrete surface down to exposed aggregate. Additionally, several patched rail posts display early signs of delamination and spalling. Estimated of 24 square feet of delaminated surface for concrete rail posts.

The deck soffit was well above water elevation and assessed visibly, no significant deterioration was observed.

Recommended Maintenance & Repairs

We recommend patching areas on spalled and delaminated concrete on the deck surface and rail posts. Material should be removed down to sound concrete and any exposed rebar should be brushed and cleaned to ensure no loose material prior to patching. There is an estimated 24 S.F. of delaminated and spalled concrete surface on the rail posts, varying in depth up to 4 inches.

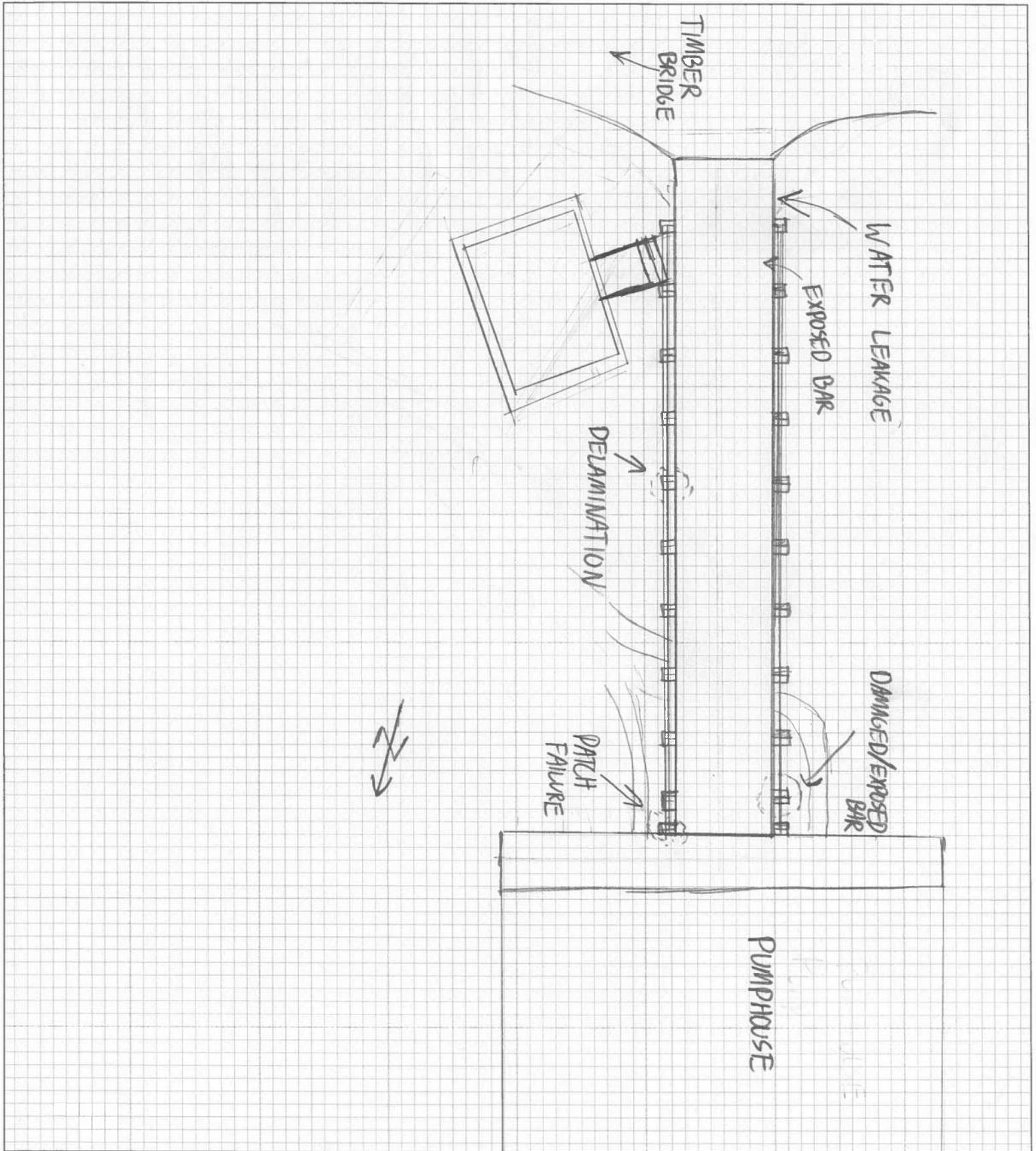
No conditions were observed that would indicate a need for a revised load rating for the structure.

The bridge is not publicly accessible and is not reportable to the National Bridge Inventory and does not require the usual 24 month inspection cycle for public bridges. Based on inspection intervals for similar limited access structures we recommend the bridge be inspected every five years.

Attached are a sketch of the bridge showing approximate locations of areas on major delamination, photos showing typical observed conditions, and a guide to condition rating codes to help interpreting terms used to describe bridge conditions.

Appendix A

Bridge Sketch



project CDIP - Concrete Bridge job# 22123 date 09/10 by NC

checked by _____

page _____ of _____



Appendix B

Bridge Photos



Plan View (Facing Northwest)



Elevation View (Facing Northeast)



Damaged patch repair on barrier around mispan, west side



View of delamination of barrier on Northwest side (Second post on north end, west side)



View of exposed rebar on west side of bridge near south end of bridge



View of spalling on barrier (First post on north end, east side)



Typical view of underside of bridge



Elevation View (Facing Southwest)

Appendix C
Guide to Terms & Conditions



CONDITION RATING CODES

Timber Superstructure Supplemental Rating Guideline Rating Description	
<u>Rating</u>	<u>Description</u>
9	Excellent Condition - No noteworthy deficiencies
8	Very Good Condition - Minor checking or splitting of timber members in non-critical locations.
7	Good Condition - Insignificant decay, checking, or splitting in timber members.
6	Satisfactory Condition - Some decay, checking, or splitting present. Fire damage limited to surface scorching with no measurable loss of section.
5	Fair Condition - Moderate decay, checking, splitting, or minor crushing. Fire damage limited to surface charring with minor, measurable section loss.
4	Poor Condition - Extensive decay, checking, splitting, cracking, or crushing or fire damage. Load capacity of member is affected.
3	Serious Condition - Severe decay, checking, splitting, cracking, or crushing or major fire damage. Load capacity is substantially reduced.
2	Critical Condition - Advanced deterioration. Members have resulted in local failures. Unless monitored closely it may be necessary to close the bridge, until corrective action is taken.
1	"Imminent" Failure Condition - Bridge is closed. Corrective action may put back into light service.
0	Failed Condition - Bridge is closed. Replacement necessary.

Steel Superstructure Supplemental Rating Guideline	
<u>Rating</u>	<u>Description</u>
9	Excellent Condition - No noticeable or noteworthy deficiencies which affect the condition of the superstructure
8	Very Good Condition - No visible rust.
7	Good Condition - Some rust without any section loss
6	Satisfactory Condition - Initial section loss (minor pitting, scaling, or flaking) in non-critical areas.
5	Fair Condition - Initial section loss in critical areas. Fatigue or out-of-plane distortion cracks may be present in non-critical areas. Hinges may show minor corrosion problems.
4	Poor Condition - Measurable section loss in critical areas. Fatigue or out-of-plane distortion cracks may be present in critical areas. Hinges may be frozen from corrosion.
3	Serious Condition - Severe section loss or cracking in critical areas. Minor failures may have occurred.
2	Critical Condition - Severe section loss in many areas with holes rusted through at numerous locations in critical areas.
1	"Imminent" Failure Condition - Bridge is closed. Corrective action may put back into light service.
0	Failed Condition - Bridge is closed. Replacement necessary.

Prestressed Concrete Superstructure Supplemental Rating Guideline Rating Description	
<u>Rating</u>	<u>Description</u>
9	Excellent Condition - No noteworthy deficiencies.
8	Very Good Condition - Non-structural cracks.
7	Good Condition - Non-structural cracks. No rust stains.
6	Satisfactory Condition - Minor concrete damage or deterioration. Non-structural cracks. Minor exposure of reinforcement.
5	Fair Condition - Isolated and minor exposure of prestressing strands may be present. Hairline structural cracks with little or no rust staining.
4	Poor Condition - Moderate damage or deterioration to concrete portions of the member exposing reinforcing bars or prestressing strands. Possible bond loss. Structural cracks with medium to heavy rust staining. Loss of camber.
3	Serious Condition - Severe damage to concrete and reinforcing elements of the member. Severed prestressing strands are visibly deformed. Major or total loss of concrete section in bottom flange. Major loss of concrete section in the web, but not occurring at the same location as the concrete section loss in the bottom flange. Horizontal misalignment to member, or negative camber. Unless closely monitored it may be necessary to restrict or close the bridge until corrective action is taken.
2	Critical Condition - Critical damage to concrete and reinforcing elements of member. This damage may consist of one or more of the following: Structural cracks extend across the bottom flange or in the web directly above the bottom flange damage. An abrupt lateral offset as measured along the bottom flange or lateral distortion of exposed prestressing strands. Excessive vertical misalignment. Longitudinal cracks at the interface of the web and the top flange that are not closed and are below the surface damage.
1	"Imminent" Failure Condition - Critical damage requiring the replacement of a member. Bridge is closed.
0	Failed Condition - Bridge is closed. Replacement is necessary.

Concrete Superstructure Supplemental Rating Guideline Rating Description	
<u>Rating</u>	<u>Description</u>
9	Excellent Condition - New condition.
8	Very Good Condition - No noteworthy deficiencies.
7	Good Condition - Some minor problems. Non-structural hairline cracks without disintegration.
6	Satisfactory Condition - Structural members show some minor deterioration. Hairline structural cracks may be present.
5	Fair Condition - All structural members are sound but may have substantial deterioration or disintegration. Hairline structural cracks or spalls present with minor section loss of reinforcement.
4	Poor Condition - Extensive disintegration. Measurable structural cracks or large spall areas. Exposed rebar with measurable section loss.
3	Serious Condition - Severe concrete disintegration. Large structural cracks may be present. Exposed rebar with advanced stages of corrosion. Local failures or loss of bond possible.
2	Critical Condition - Advanced deterioration of primary structural elements. Some rebar may be ineffective due to corrosion. Numerous large structural cracks may be present. Localized failures of bearing areas may exist. Unless monitored closely may need to close the bridge, until corrective action is taken.
1	"Imminent" Failure Condition - Bridge is closed. Major deterioration or section loss is present on primary structural element, obvious vertical or horizontal movement is affecting the structure's stability. Corrective action may put the structure back into light service.
0	Failed Condition - Bridge is closed. Replacement necessary.



Memorandum

To: Troy Cole
From: Samuel Lozano PE
Copies: File
Date: November 12, 2025
Subject: CDID Main Pumphouse Timber Bridge Rating
Project No.: 22123



Overview

Otak was retained to perform a routine inspection on an existing bridge for the Consolidated Diking Improvement District Number 1 (CDID) at their Main Pumphouse facility at 5350 Pacific Way, Longview, WA 98632.

The Main Pumphouse has two bridges near it, with this inspection pertaining to the timber bridge, which is near to and sits at a lower elevation than the concrete bridge.

Inspection Notes & Evaluation

A site visit was performed on August 13, 2025.

The structure is comprised of (9) spans, each approximately 6 feet long. The construction date of the bridge is unknown.

The superstructure is composed of transverse pressure treated 4x12 deck planks supported by (6) pressure treated 6x12 timber girders, each 18 feet long and spanning (3) bridge spans. The girder end locations are not staggered along the width of the bridge and therefore do not provide structural continuity along the entire length of the structure. Girder E (the southernmost girder) also partially supports a steel trash rack on the upstream side of the bridge. The north side has a timber curb full length and the south side has a partial length timber curb with steel rail posts and a safety chain above the trash rack.

The substructure is composed of 10x10 pile caps supported by (5) creosote-treated round timber piles, approximately 10-12 inches in diameter.

The underside of the structure was accessed by boat. Timber members were inspected for decay by sounding the members to detect rot and decay. Special attention was paid to areas of members that would experience fluctuating amounts of moisture, such as piles at the water line, and any exposed members (exterior stringers, ends of pile caps, etc). If advanced decay was suspected, a timber borer was used to drill into the timber member and determine the extent of the decay. Drilled holes were filled

with pretreated dowels of the same diameter. Additionally, members were visually inspected for any splitting or other defects.

Deck:

The deck was in generally good condition with no potholing or detectable raveling of the asphalt wearing surface and clean drainage holes in the timber curbs allowing for good drainage of the deck. Several rail posts on the south side above the trash rack were loose enough to be moved by hand pressure, but since this is not a publicly accessible bridge this condition does not appear to be a safety issue. Timber deck planks were in satisfactory condition with no apparent water leakage through the asphalt, and small amounts of checking and decay on the exposed end grain.

Superstructure:

Timber girders were in good condition with insignificant checking and splitting and no detectable rot.

Substructure:

Pile caps were in good to poor condition. Several caps appeared to be recently replaced, and the majority had small amounts of rot on the exposed end grain. The cap on the south side of Bent 3 (third from the west end) was in poor condition with extensive rot and decay from the end to approximately 3 feet in, extending over the bearing on Pile E. No significant distress of the structure at this location was observed under light vehicular loading.

Timber piles were in good to fair condition. The majority of piles were connected to the piles caps with bolted-on steel strapping. In several locations the tops of piles had been previously cut off and replaced with sections of 10x10 timbers spanning longitudinally between bents. In several locations the 2x8 cross braces between the piles were disconnected from the piles, there was no evidence of distress to the structure at these locations.

The east abutment backwall was in satisfactory condition; the majority of the wall was buried but no rot was detected in the exposed timbers.

The west abutment backwall was in poor condition. No rot was detected in the timbers themselves but a large void was present at the northwest corner behind the backwall where the timber bridge meets the end of the concrete retaining wall coming off the concrete bridge. The void appears to have been caused by drainage off the concrete bridge and the relatively steep approach being directed to this corner and eroding the soil behind the backwall into the pond. A small amount of asphalt at this corner is unsupported from below but is well outside the normal wheel path and is unlikely to take any significant loading.

Recommended Maintenance & Repairs

Immediate priority recommended repairs for the bridge are to replace the section of rotted pile cap at Bent 3 and to redirect drainage away from the northwest corner to prevent further erosion behind the backwall. Replacement timber should be treated DFL (Doug Fir-Larch) No. 1 or better to match existing size.

To direct water away from the northwest corner either a short curb built-up with asphalt or a commercially available bolt-down rubber curb would be sufficient, provided it can be sealed along the bottom to prevent water movement. Given the tight grading constraints at the site the drainage would likely have to be

directed down onto the bridge deck. After the repair is complete the deck should be monitored during rain events as additional drainage holes may be necessary in the timber curbs to prevent water ponding.

The existing void should be monitored for further erosion or collapse of material into the existing void, which would likely be detectable through cracking of the asphalt and/or settlement of the roadway. Given the layout and usage of the roadway this would be unlikely to cause an immediate safety issue and additional asphalt could be placed to bring the roadway back up to grade.

If it is desired for the void to be filled for a permanent repair, high-pressure grout injection would be required behind the backwall. This should be considered an optional and lower priority repair than redirecting the existing flow of water away from this area.

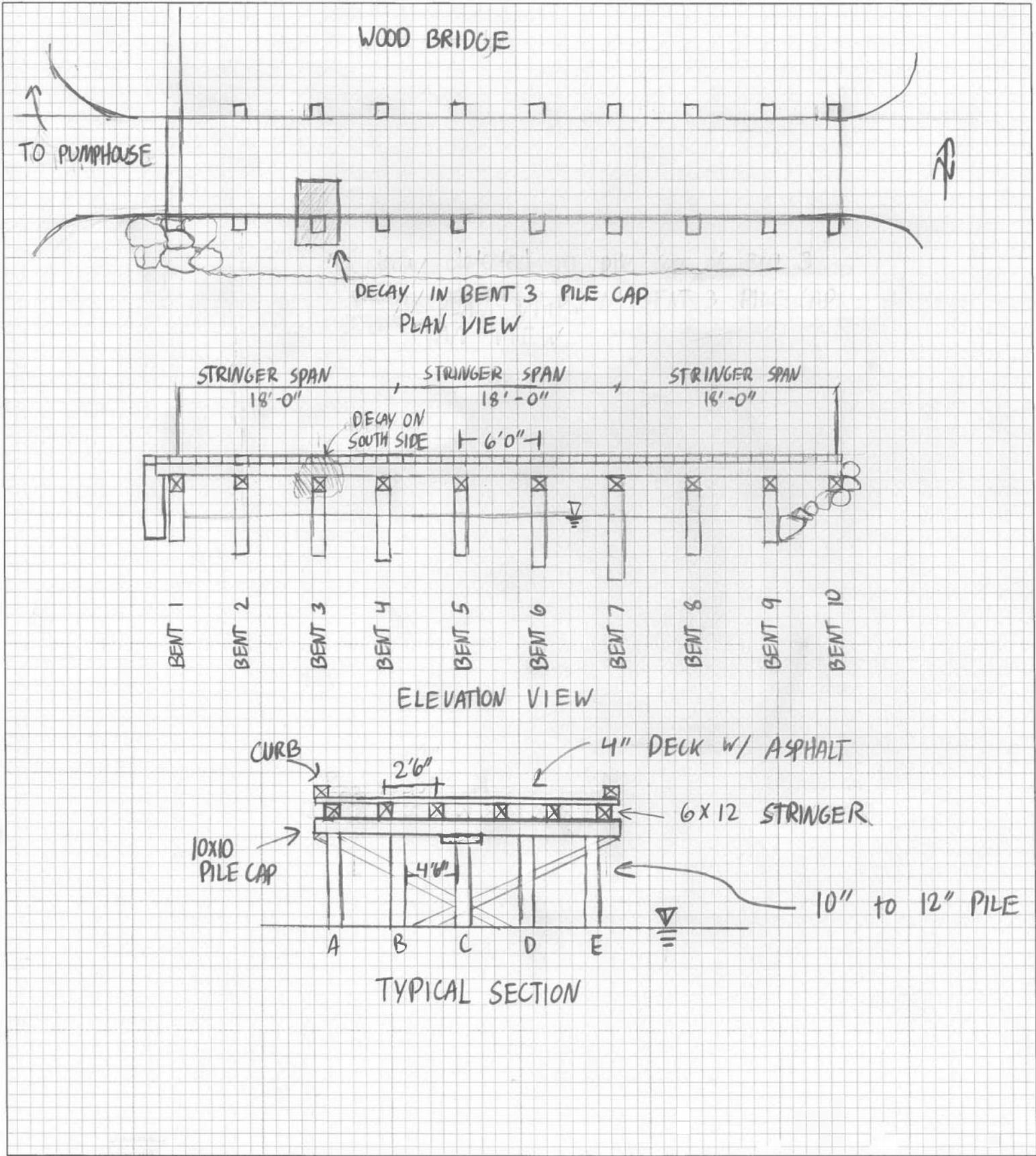
The decay to the pile cap at Bent 3 is likely causing a reduction to the load carrying capacity of the bridge and if left unrepaired would necessitate a revision to the load rating. If the pile cap section is replaced in kind and no other alterations are made to the structure then the structure can be safely assumed to have the same load carrying capacity and no revisions to the load rating are necessary.

The bridge is not publicly accessible and is not reportable to the National Bridge Inventory and does not require the usual 24 month inspection cycle for public bridges. Based on inspection intervals for similar limited access structures we recommend the bridge be inspected every five years.

Attached are a sketch of the bridge showing approximate locations of areas on decay found, photos showing typical observed conditions, and a guide to condition rating codes to help interpreting terms used to describe bridge conditions.

Appendix A

Bridge Sketch



project CD10 Timber Bridge job# 22123 date 09/10/25 by NC

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Appendix B

Bridge Photos





Photo #1
Plan View (Facing East)



Photo #2
Elevation View (Facing South)



Photo #3
View of West Abutment



Photo #4
View of end rot on Bent 3 Pile Cap



Photo #5
View of cavity caused from erosion on backside of West Abutment

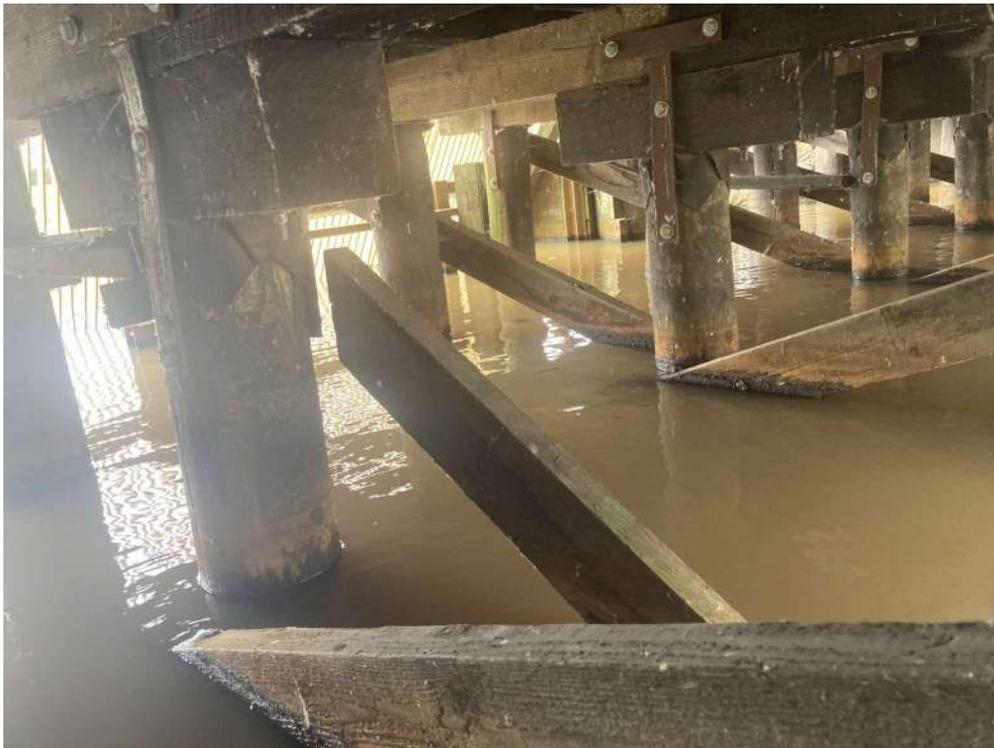


Photo #6
View of bent cross-section



Photo #7
View of timber boring test

Appendix C
Guide to Terms & Conditions



CONDITION RATING CODES

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3	Serious Condition - Severe decay, checking, splitting, cracking, or crushing or major fire damage. Load capacity is substantially reduced.
2	Critical Condition - Advanced deterioration. Members have resulted in local failures. Unless monitored closely it may be necessary to close the bridge, until corrective action is taken.
1	"Imminent" Failure Condition - Bridge is closed. Corrective action may put back into light service.
0	Failed Condition - Bridge is closed. Replacement necessary.

Steel Superstructure Supplemental Rating Guideline	
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3	Serious Condition - Severe damage to concrete and reinforcing elements of the member. Severed prestressing strands are visibly deformed. Major or total loss of concrete section in bottom flange. Major loss of concrete section in the web, but not occurring at the same location as the concrete section loss in the bottom flange. Horizontal misalignment to member, or negative camber. Unless closely monitored it may be necessary to restrict or close the bridge until corrective action is taken.
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