

DESIGN CHANGE NOTICE – CHANGE ORDER No. 001



7121 E. Loop Road
Stevenson, WA 98684

CONTRACTOR:

Crestline Construction

3600 Crates Way, Ste 100

The Dalles, OR 97058

PROJECT:

Kanaka Creek Road Improvements

Date: August 21, 2017
 Federal Aid: TA5527
 State Contract: N/A
 Contract: _____
 Projects: Kanaka Creek Road Improvements
 Change Order: 001

Review
 Documentation _____
 Resident Engr. _____
 City Project Manager _____
 Finance (>10%) _____

RECAPITULATION

ORIGINAL CONTRACT:	\$	610,755.00
PREVIOUS ADDITIONS:	\$	0.00
PREVIOUS DEDUCTIONS:	\$	0.00
PREVIOUS TOTAL:	\$	610,755.00
THIS CHANGE (ADD.):	\$	47,306.25
(DED.):	\$	0.00
ADJUSTED TOTAL:	\$	658,061.25

Sections 1-04.4 and 1-04.5 of the 2014 Standard Specifications shall govern the issuance of this Design Change Notice. The work of this contract is herein modified to include the change detailed below. Additional quantities for existing and new items shall constitute the complete and final settlement for all costs of labor, material, equipment, overhead, profit, permit fees, damages (whether direct or indirect), and all other claims by the contractor as a result of this change.

**The time for completion *is not* changed by this Change Order;
 2 working days are hereby added to the contract.**

(CONTINUED NEXT PAGE...)


Your proposal and this acceptance shall constitute and become part of the contract,
 subject to all conditions contained therein, as modified by this Change Order.

Accepted on: 9/6/17

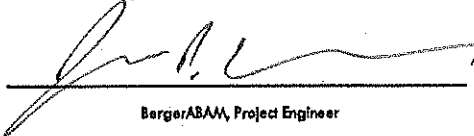
 Date

Approved by:  9-6-17

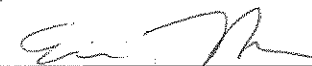
 City of Stevenson, Public Works Director Date

By: 

 Crestline Construction, Inc.

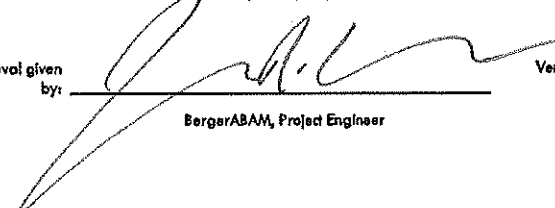
Approved by:  9-5-17

 BergerABAM, Project Engineer Date

Acknowledged by: 

 Eric Hansen, Public Works Director

Approved by: _____
 WSDOT Local Programs Engineer, Chad Hancock Date

Verbal Approval given by: 

 BergerABAM, Project Engineer

Verbal Approval Date: 09-26-17

Surety Seal (If Applicable)

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CITY OF STEVENSON
DESIGN CHANGE NOTICE – CHANGE ORDER No. 001

Crestline Construction
Kanaka Creek Road Improvements
Change Order No. 001
August 21, 2017

Reason for Change:

The scope of this design change notice is to realign the proposed paving with an adjacent project that is to be constructed before Kanaka Creek Road. The adjacent project will construct curb and sidewalk from NW Chesser Road eastward to Stevenson High School entrance. The proposed paving and cross-slope associated with this project will need to match into the constructed curb.

Description:

The original paving was a 2-inch overlay for the majority of this road length (except where existing curb existed, then 2-inch grind and inlay). The adjacent project's curb and sidewalk elevations required approximately half of the road length to be revised to a 2-inch grind and inlay. Realignment of the roadway required new roadway section construction of the westbound lane from STA 13+25 to 17+25 (approx.). Below is detailed description by road centerline stationing for more detail. Refer to the attached Design Change Notice plans associated with this notice.

STA 8+86 to 10+00: not included in original contract. City has opted to extend the paving to the intersection (at STA 8+86). This reflects continuity with the adjacent sidewalk construction project limits. Planing for butt joint, shoulder rock (CSBC), HMA overlay, crosswalk, stop bar, and striping is included in this stationing of work.

STA 10+00 to 13+25: no changes to contract work.

STA 13+25 to 17+25 (approx.): additional work includes pavement grind and inlay and roadway excavation within the existing road shoulder (eastbound travel lane) to match road into the adjacent sidewalk construction project. Original contract included an overlay. Additional work includes roadway excavation and construction within the existing road shoulders for the realigned roadway. Additional quantities of planing, road excavation, CSBC and HMA are included in this stationing of work.

STA 17+25 to 19+80 (approx.): additional work includes roadway excavation within the existing road and road shoulder (eastbound travel lane) to match road into the adjacent sidewalk construction project. Original contract included a grind and inlay. The additional roadway excavation is required due to the adjacent sidewalk project lowering of sidewalk grades to meet ADA requirements for a sidewalk ramp landing at the school's entrance. Additional quantities of road excavation, CSBC and HMA are included in this stationing of work to rebuild the road section.

At STA 21+35: additional work includes replacing an existing drainage structure at back of proposed sidewalk not found on the survey. Includes reconstructing of the pipe conveyance from this structure as well.

Pay items in the original contract have been revised per below to reflect the change order. One item is required to be added (reference Bid Item No. 52). The estimate of unit cost for bid items were determined from the original contractor's unit bid prices. An additional comparison of these unit bid prices was compared to the past 2 years of construction project's unit bid prices for the area. No unit bid prices were found to be significantly different in costs. The project engineer believes the unit bid prices agreed upon below are reasonable and fair to the Contractor.

**CITY OF STEVENSON
DESIGN CHANGE NOTICE – CHANGE ORDER No. 001**

Crestline Construction
Kanaka Creek Road Improvements
Change Order No. 001
August 21, 2017

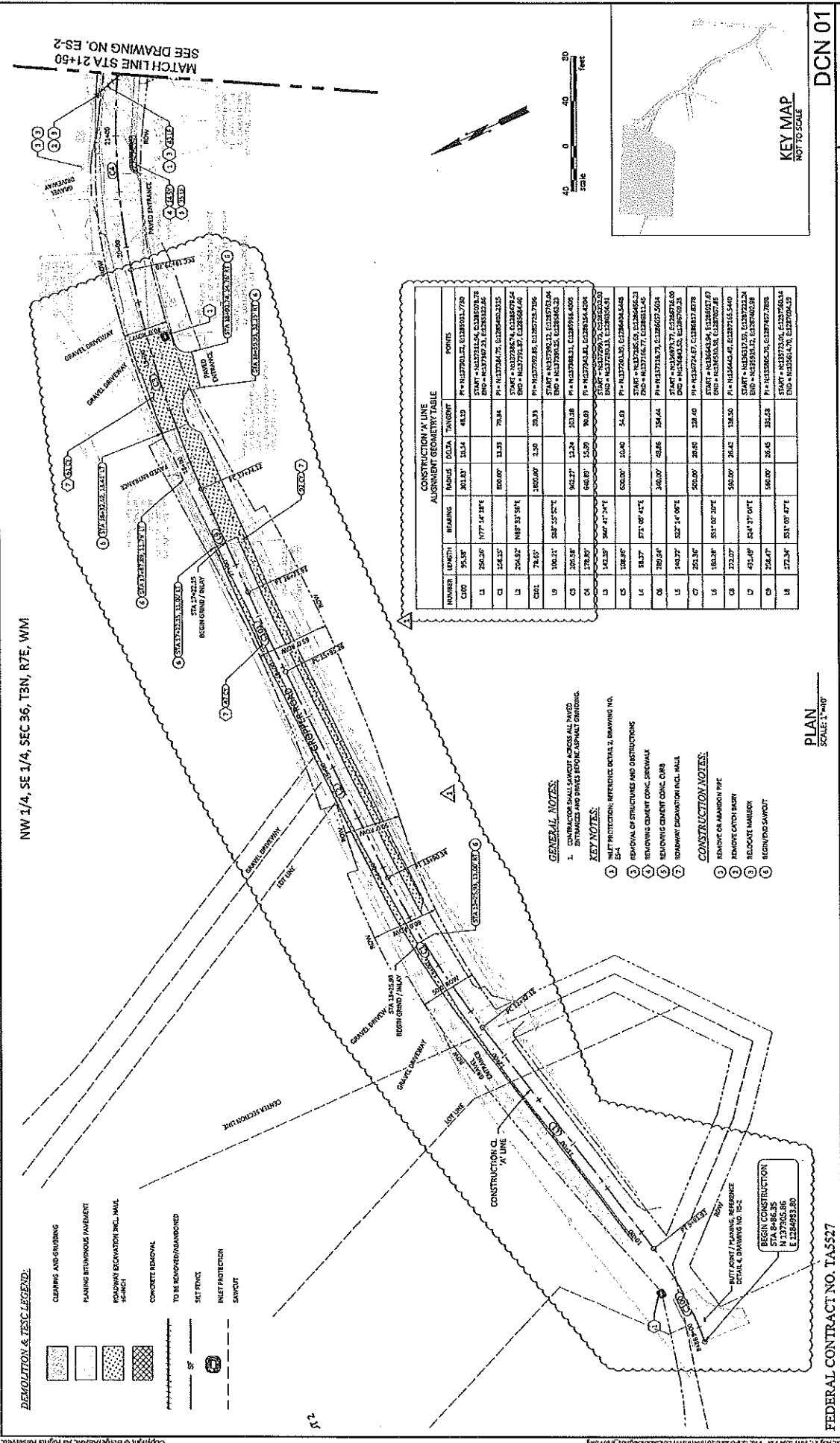
Revise or Add the Following Items to Contract Base Bid Schedule:

Bid Item 7: Roadway Excavation Incl. Haul: +259 CY @ \$17.00	\$4,403.00
Bid Item 12: Solid Wall PVC Storm Sewer 12 In. Diam.: +45 LF @ \$90.00	\$4,050.00
Bid Item 13: Testing Storm Sewer Pipe: +45 LF @ \$3.00	\$135.00
Bid Item 14: Crushed Surfacing Base Course: +236 Ton @ \$41.00	\$9,676.00
Bid Item 16: HMA Cl. 1/2 In. PG 64-22: +452 Ton @ \$103.00	\$46,556.00
Bid Item 18: Planing Bituminous Pavement: +67 SY @ \$1.75	\$117.25
Bid Item 28: Paint Line: +1,255 LF @ \$0.75	\$941.25
Bid Item 29: Plastic Crosswalk Line: +64 SF @ \$6.00	\$384.00
Bid Item 30: Plastic Stop Line: +16 LF @ \$10.75	\$172.00
Add Bid Item 52: Catch Basin Type PVC: 1 EA @ \$900	\$900.00

Revise the Following Items to Contract Alternate 1 Bid Schedule:

Bid Item 3: HMA Cl. 1/2 In. PG 64-22: -184 Ton @ \$98.00	-\$18,032.00
Bid Item 4: Planing Bituminous Pavement: -49 @ \$3.50	-\$171.50
Bid Item 6: Paint Line: -2,433 LF @ \$0.75	-\$1,824.75

Total this Change Order.....\$47,306.25



MATCH LINE STA 21+60
SEE DRAWING NO. ES-2

NW 1/4, SE 1/4, SEC 36, T3N, R7E, WM

DEMOLITION & TEST LEGEND:

	CLEARING AND GRUBBING
	PAVING BITUMINOUS PAVEMENT
	ROADWAY EXCAVATION INCL. MULL SEARCH
	CONCRETE REMOVAL
	TO BE REMOVED/UNARMORED
	SET FENCE
	INLET PROTECTION SAWCUT

CONSTRUCTION X LINE ALIGNMENT GEOMETRIC TABLE

NUMBER	LENGTH	BEARING	RADIUS	DEGA	TANGENT	POINTS
1	260.26	177° 41' 28"E	301.83'	13.24	48.19	P1 = N137790.12, E1238501.770 START = N137781.64, E1238507.87 END = N137782.31, E1238512.86
2	324.52	188° 53' 58"E	800.00'	13.33	79.34	P1 = N137784.72, E1238493.215 START = N137788.74, E1238477.54 END = N137791.87, E1238464.49
3	784.05	180° 00' 00"	1800.00'	2.50	20.33	P1 = N137792.85, E1238252.786 START = N137799.12, E1238170.04 END = N137796.25, E1238163.23
4	205.58	158° 25' 22"E	662.27'	13.24	103.18	P1 = N137788.11, E1238584.408 START = N137794.41, E1238554.428 END = N137794.41, E1238554.428
5	178.87	64° 43' 07"E	644.87'	15.59	90.69	P1 = N137794.41, E1238554.428 START = N137794.41, E1238554.428 END = N137794.41, E1238554.428
6	142.19	266° 47' 21"E	644.87'	15.59	90.69	P1 = N137794.41, E1238554.428 START = N137794.41, E1238554.428 END = N137794.41, E1238554.428
7	108.20	104° 00' 00"	650.00'	10.40	54.63	P1 = N137794.41, E1238554.428 START = N137794.41, E1238554.428 END = N137794.41, E1238554.428
8	183.37	271° 09' 47"E	644.87'	15.59	90.69	P1 = N137794.41, E1238554.428 START = N137794.41, E1238554.428 END = N137794.41, E1238554.428
9	289.24	140° 00' 00"	1400.00'	48.86	158.44	P1 = N137794.41, E1238554.428 START = N137794.41, E1238554.428 END = N137794.41, E1238554.428
10	140.77	127° 14' 00"E	500.00'	28.40	128.40	P1 = N137794.41, E1238554.428 START = N137794.41, E1238554.428 END = N137794.41, E1238554.428
11	253.32	151° 00' 20"E	500.00'	28.40	128.40	P1 = N137794.41, E1238554.428 START = N137794.41, E1238554.428 END = N137794.41, E1238554.428
12	160.28	151° 00' 20"E	500.00'	28.40	128.40	P1 = N137794.41, E1238554.428 START = N137794.41, E1238554.428 END = N137794.41, E1238554.428
13	272.27	124° 37' 04"E	500.00'	28.40	128.40	P1 = N137794.41, E1238554.428 START = N137794.41, E1238554.428 END = N137794.41, E1238554.428
14	491.69	124° 37' 04"E	500.00'	28.40	128.40	P1 = N137794.41, E1238554.428 START = N137794.41, E1238554.428 END = N137794.41, E1238554.428
15	258.47	151° 00' 47"E	500.00'	28.40	128.40	P1 = N137794.41, E1238554.428 START = N137794.41, E1238554.428 END = N137794.41, E1238554.428
16	272.24	151° 00' 47"E	500.00'	28.40	128.40	P1 = N137794.41, E1238554.428 START = N137794.41, E1238554.428 END = N137794.41, E1238554.428

- GENERAL NOTES:**
- CONTRACTOR SHALL SAWCUT ACROSS ALL PAVED DRIVEWAYS AND DRIVE TOPS BEFORE DEMOLITION.
- KEY NOTES:**
- INLET PROTECTION, REFERENCE DETAIL 2, DRAWING NO. ES-4
 - REMOVAL OF STRUCTURES AND OBSTRUCTIONS
 - REMOVING CURB/ CONC. SIDEWALK
 - REMOVING CONCRETE CONC. CURB
 - ROADWAY EXCAVATION INCL. MULL
- CONSTRUCTION NOTES:**
- REMOVE ON RAMBORN TYPE
 - REMOVE CURB MARK
 - RELOCATE MARKER
 - BEGINNING SAWCUT

PLAN SCALE: 1" = 40'

FEDERAL CONTRACT NO. TA5527

BERGET ABAM
700 NE Multnomah Street, Suite 500
Portland, Oregon 97232-4189
(503) 872-4100 FAX: (503) 872-1011

STEVENSON

CITY OF STEVENSON
KANAKA CREEK ROAD IMPROVEMENTS
DEMOLITION AND TEMPORARY EROSION AND SEDIMENT CONTROL - SHEET 1

DCN 01

DRAWING NO. **ES-1**
PROJECT NO. **115.0187**
DATE: **10/24/16**
SHEET NO. **6 OF 36**

DESIGNED BY: **JRB**
CHECKED BY: **SFL**
PROJECT NO. **S.R.**

MARK	DESIGN CHANGE NOTICE	REVISION DESCRIPTION	BY	APP.	DATE
1					

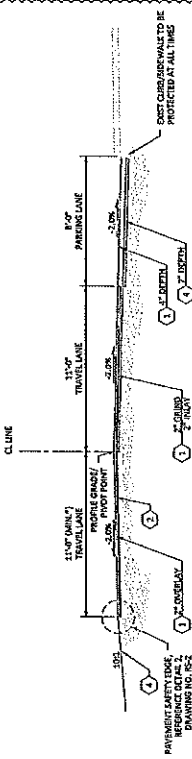
BEGIN CONSTRUCTION
STA 8+86.35
N 137795.86
E 1238493.30

KEY NOTES:

1. HMA CL. 12 IN. PG 64-22
2. CRACK SEALING
3. CRUSHED SURFACING TOP COURSE
4. CRUSHED SURFACING BASE COURSE
5. CURB/CONC. TRAFFIC CURB REFERENCE DETAIL 1
6. DRAWING NO. D-1
7. CURB/CONC. TRAFFIC CURB REFERENCE DETAIL 2
8. DRAWING NO. D-2
9. TOPSOIL TYPE C

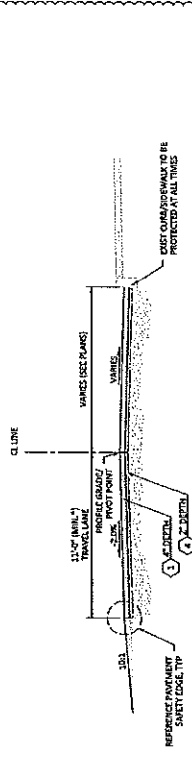
NOTES:

1. NO ASPHALT CONC. LIFT GREATER THAN 1".
2. FINAL WEARING COURSE LIFT SHALL BE AT LEAST 7".
3. ALL SURFACING COURSES SHALL BE PLACED TO COMPLETELY COVER PREVIOUS LIFT.
4. ALL SLOPPINGS SPECIFIED ARE FULL COMPACTED.
5. REFERENCE DETAIL 2, DRAWING NO. D-2 FOR PAVEMENT SAFETY EDGE DETAIL.
6. MATCH EXISTING ROADWAY THROUGHOUT SUPPL.



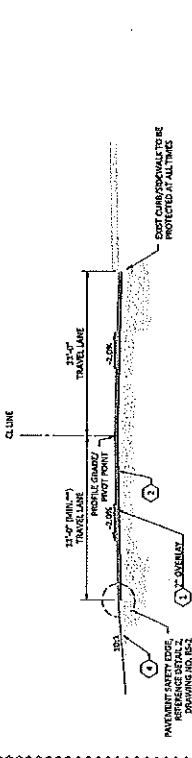
1. TYPICAL SECTION - GROPPER ROAD
SCALE: NOT TO SCALE

STA 13+25.00 TO STA 13+25.25
* CONSTRUCT 11'-0" TRAVEL LANE OR MATCH EXISTING EDGE OF PAVEMENT (WHICHEVER IS GREATER)



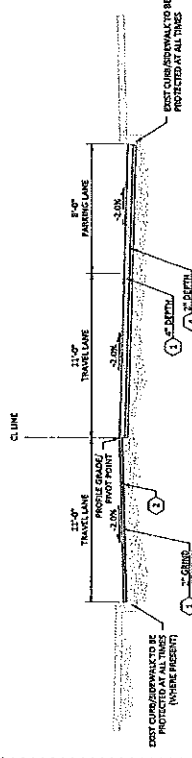
2. TYPICAL SECTION - GROPPER ROAD
SCALE: NOT TO SCALE

STA 14+02.00 TO STA 14+12.75
* CONSTRUCT 11'-0" TRAVEL LANE OR MATCH EXISTING EDGE OF PAVEMENT (WHICHEVER IS GREATER)



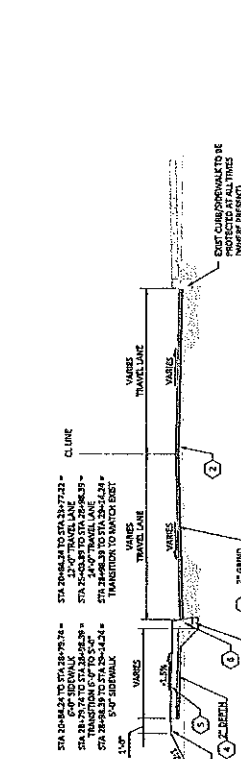
3. TYPICAL SECTION - GROPPER ROAD
SCALE: NOT TO SCALE

STA 14+65.25 TO STA 15+13.25
* BUT, PROTECT EXISTING CURB OR MATCH EXISTING EDGE OF PAVEMENT (WHICHEVER IS GREATER)



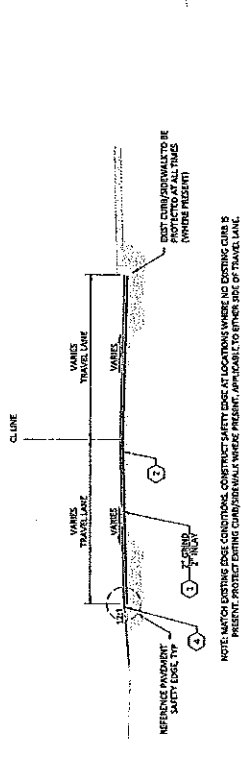
4. TYPICAL SECTION - GROPPER ROAD
SCALE: NOT TO SCALE

STA 15+22.25 TO STA 16+32.00



5. TYPICAL SECTION - GROPPER/KANAKA CREEK ROAD
SCALE: NOT TO SCALE

STA 20+84.24 TO STA 20+77.22
STA 19+04.25 TO STA 19+25+14.24



6. TYPICAL SECTION - GROPPER/KANAKA CREEK ROAD
SCALE: NOT TO SCALE

STA 20+84.24 TO STA 20+77.22
STA 19+04.25 TO STA 19+25+14.24
STA 19+04.25 TO STA 19+25+14.24
STA 19+04.25 TO STA 19+25+14.24
STA 19+04.25 TO STA 19+25+14.24

TYPICAL SECTION - GROPPER/KANAKA CREEK/LOOP ROAD/SCHOOL STREET - KANAKA CREEK ROAD SPUR TO LOOP ROAD

NOTE: MATCH EXISTING EDGE CONDITIONS. CONSTRUCT SAFETY EDGE AT LOCATIONS WHERE NO EXISTING CURB IS PRESENT. PROTECT EXISTING CONDITIONS WHERE PRESENT. APPLICABLE TO OTHER SIDE OF TRAVEL LANE.

FEDERAL CONTRACT NO. TA5527

MARK	DESIGN CHANGE NOTICE	REV	APP.	DATE
1	DESIGN CHANGE NOTICE	1	MRB	10/14/18

BergerABAM
710 NE Multnomah Street, Suite 500
Portland, Oregon 97226-2139
(503) 672-4100 FAX: (503) 672-4101



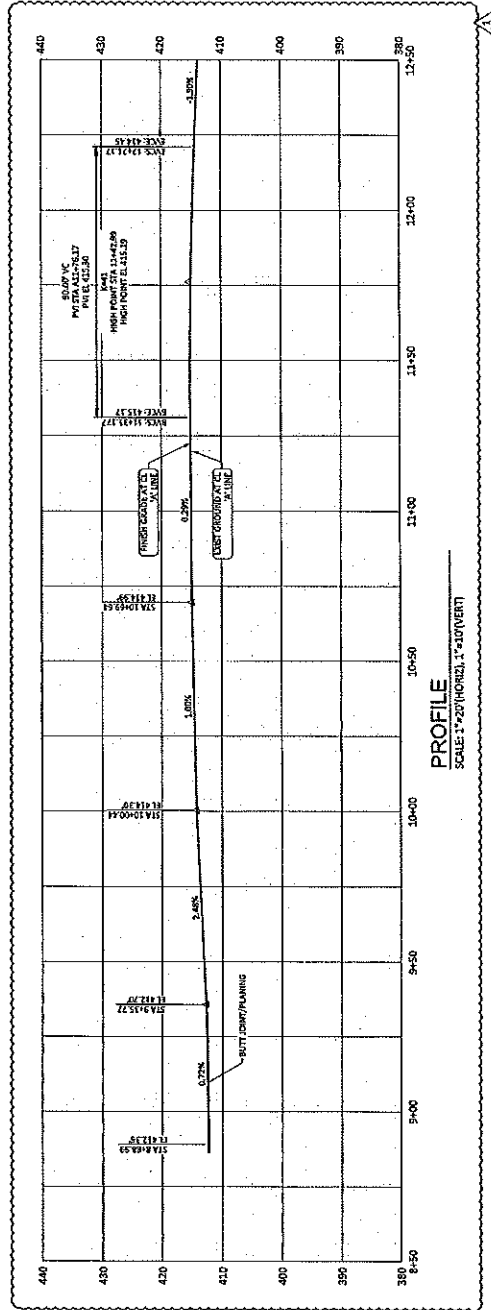
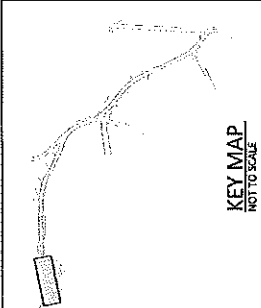
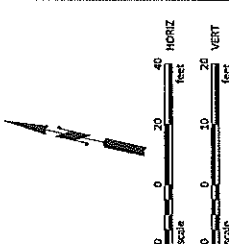
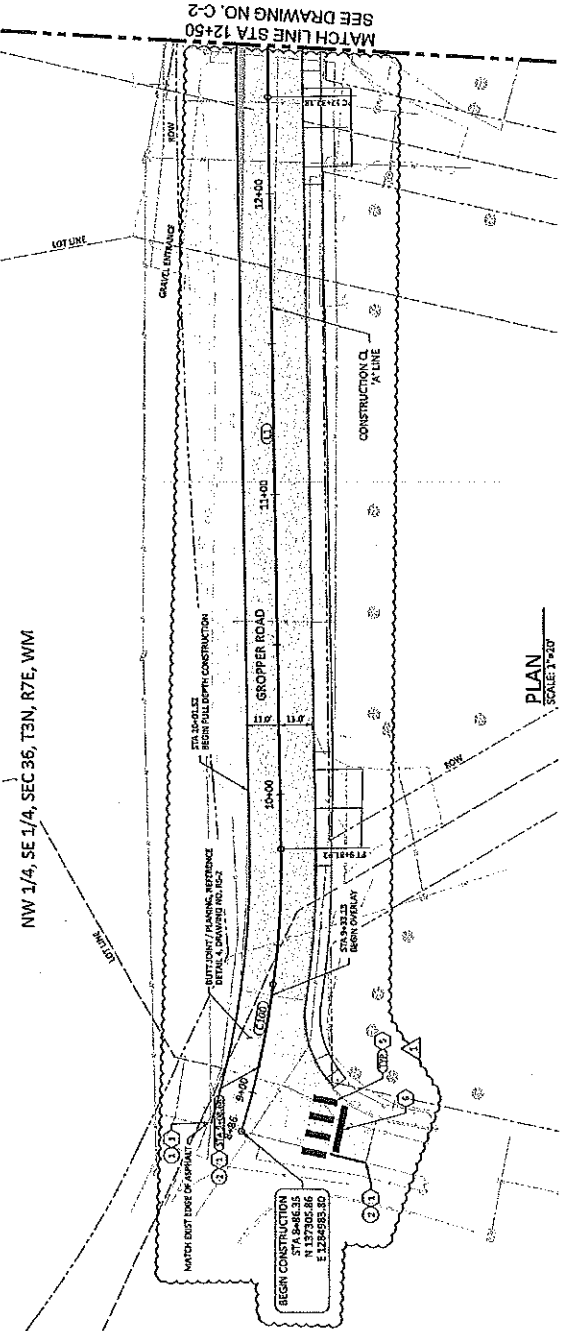
DRAWN BY: JRB
DESIGN BY: JRB
CHECK BY: SET
PROJ. NO.: 18R

CITY OF STEVENSON
KANAKA CREEK ROAD IMPROVEMENTS
ROAD TYPICAL SECTIONS

DCN 01
DRAWING NO.: RS-1
PROJECT NO.: A15.0187
DATE: 10/14/18
SHEET NO.: 10 OF 36

GENERAL NOTES:
 1. REFERENCE DRAWING NO. 862 FOR ALIGNMENT & GEOMETRY TABLE.

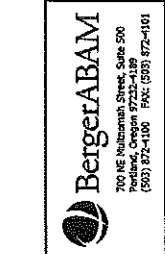
KEY NOTES:
 ① PAINT LINE
 ② PAVEMENT CROSSWALK LINE REFERENCE DETAIL 3, DRAWING NO. 8-7
 ③ PAVEMENT SIDEWALK LINE REFERENCE DETAIL 2, DRAWING NO. 8-7
 ④ CONSTRUCTION NOTES:
 ⑤ BEGIN CONSTRUCTION STA 12+50
 ⑥ END CONSTRUCTION STA 12+60
 ⑦ REFERENCE DETAIL 1, DRAWING NO. 8-7
 ⑧ REFERENCE DETAIL 2, DRAWING NO. 8-7



FEDERAL CONTRACT NO. TA5527

CITY OF STEVENSON
 KANAKA CREEK ROAD IMPROVEMENTS
 GROPPER ROAD PLAN AND PROFILE
 STA 10+00 TO STA 12+60

DRAWN BY: JRB
 DESIGN BY: JRB
 CHECK BY: SET
 PROJ. MGR: SLR

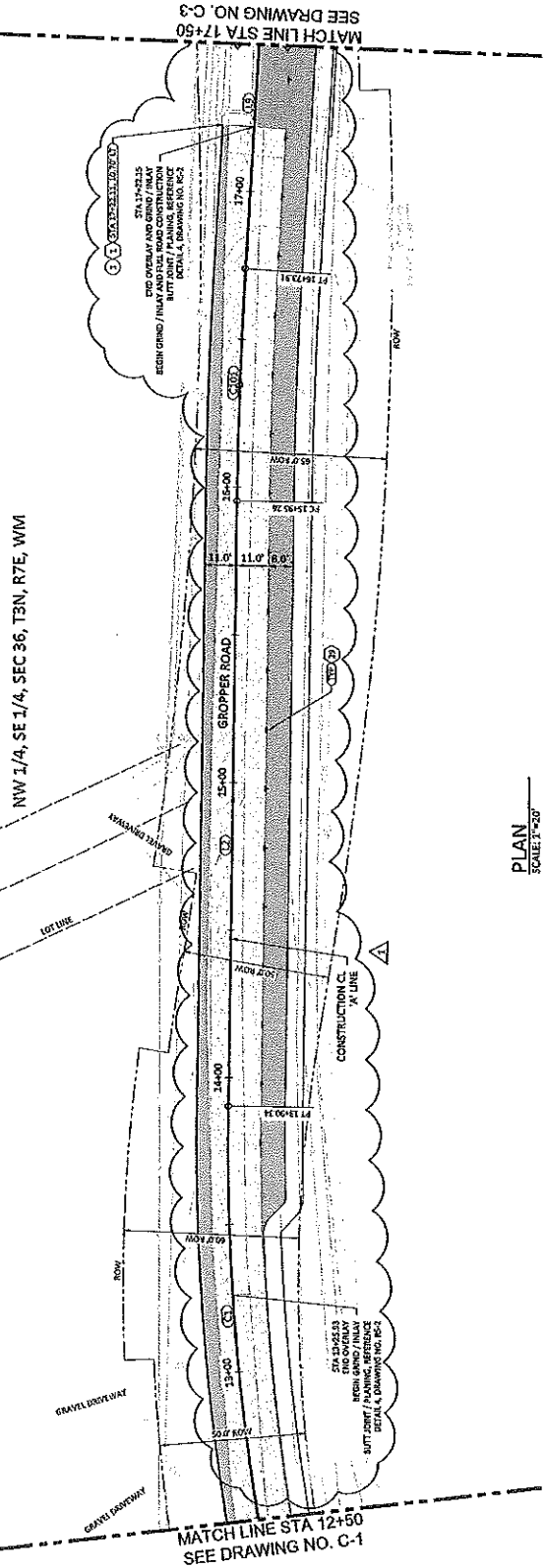


MARK	REVISION	DESCRIPTION	BY	APP.	DATE
1		DESIGN CHANGE NOTICE	JRB	JRB	8/21/16

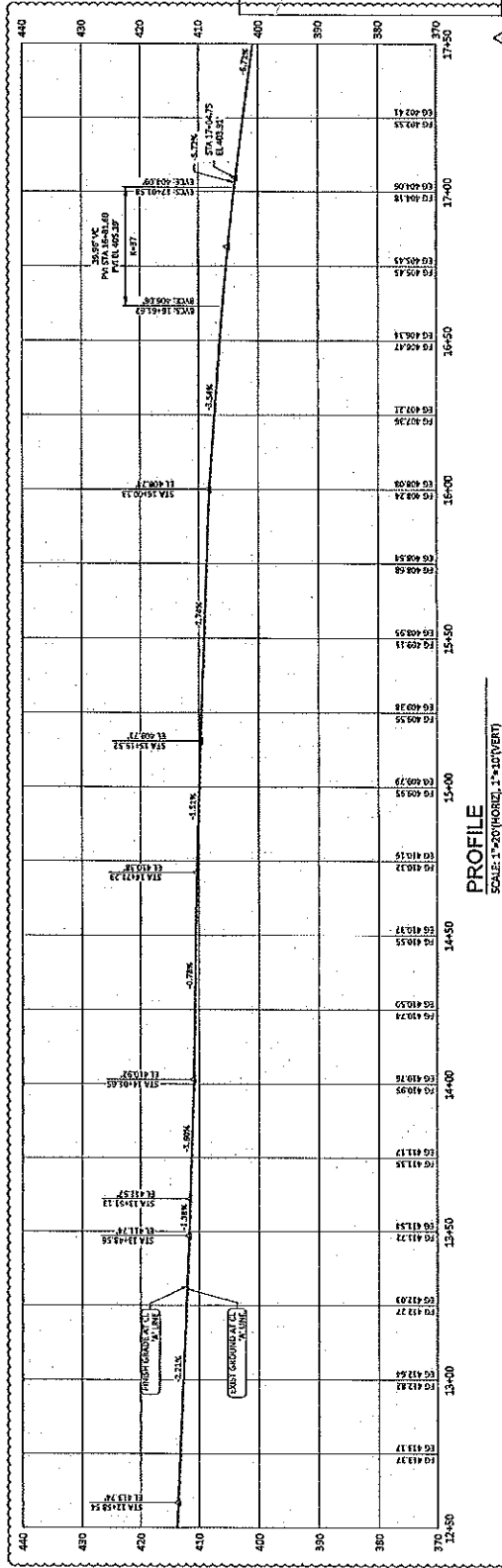
GENERAL NOTES:
 1. REFERENCE DRAWING NO. B-2 FOR ALIGNMENT GEOMETRY TABLE.

KEY NOTES:
 1. PRINT LINE
 2. PAVEMENT FINISH
 3. GRAVEL DRIVEWAY
 4. GRAVEL DRIVEWAY

CONSTRUCTION NOTES:
 1. BEGIN GRAV. DRIVEWAY
 2. BEGIN GRASSY/PAVEMENT FINISH
 3. BEGIN GRASSY/PAVEMENT FINISH
 4. BEGIN GRASSY/PAVEMENT FINISH



PLAN
 SCALE: 1"=40'



PROFILE
 SCALE: 1"=20' HORIZ, 1"=10' VERT

KEY MAP
 NOT TO SCALE

DCN 01

DRAWING NO. C-2
 PROJECT NO. A15.0187
 DATE: 10/6/18
 SHEET NO. 13 OF 38

CITY OF STEVENSON
 KANAKA CREEK ROAD IMPROVEMENTS
 GROPPER ROAD PLAN AND PROFILE
 STA 12+50 TO STA 17+50

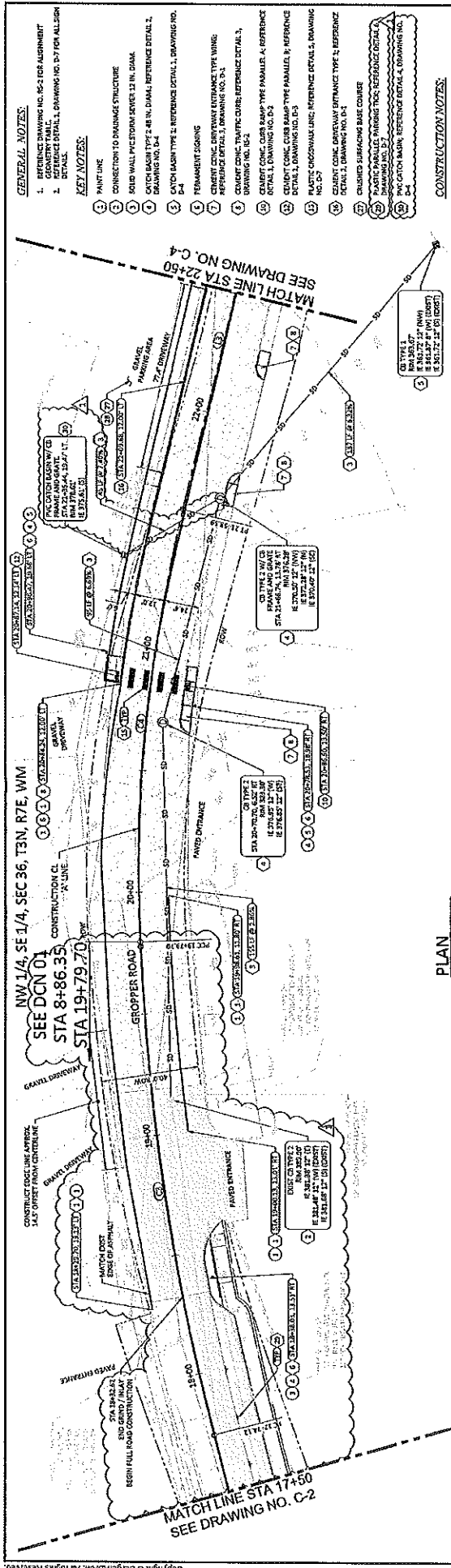
DRAWN BY: JRB
 DESIGN BY: JRB
 CHECK BY: SPT
 PROJ. MGR: SJR



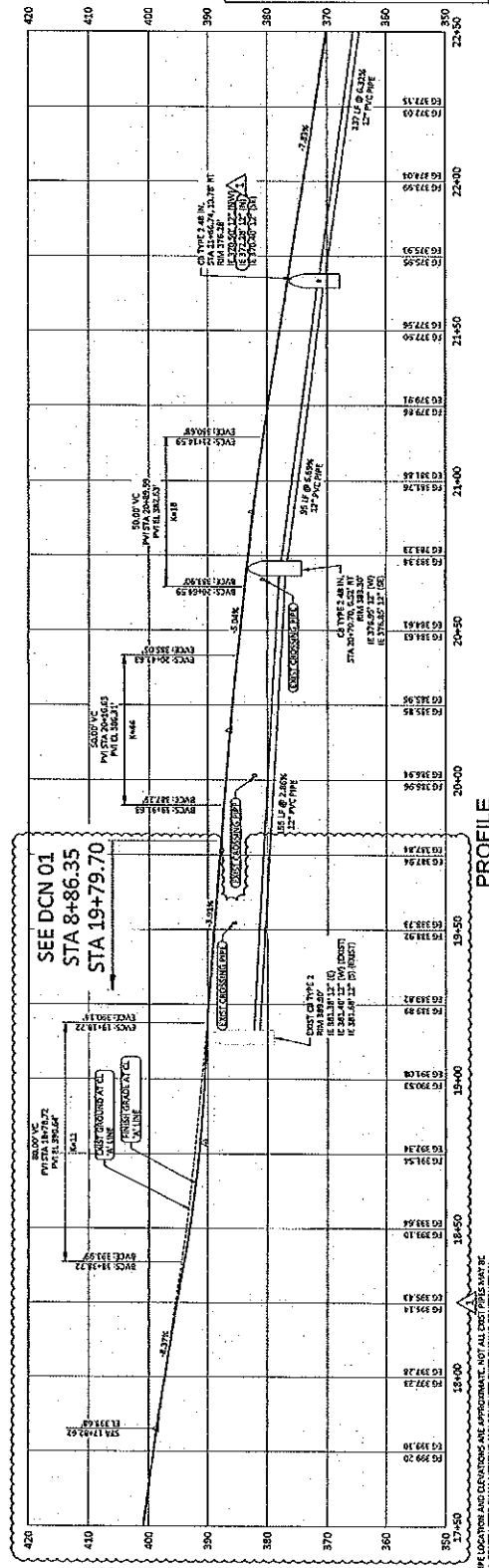
Berger ABAM
 700 NE Hancock Street, Suite 500
 Portland, Oregon 97232-4189
 (503) 572-4100 FAX: (503) 872-4101

MARK	DESIGN CHANGE NOTICE	REVISION DESCRIPTION	BY	APP.	DATE
1	DESIGN CHANGE NOTICE		VBV	JRB	8/8/17

FEDERAL CONTRACT NO. TA5527



PLAN
SCALE: 1"=20'



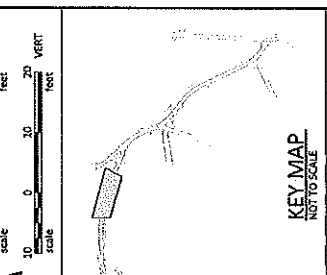
PROFILE
SCALE: 1"=30' (HORIZONTAL), 1"=40' (VERTICAL)

GENERAL NOTES:

- REFERENCE DRAWING NO. 8-2 FOR ALIGNMENT
- CORRECTION TO DRAWING NO. D-3 FOR ALL OTHER DETAILS
- CONCRETE CURB RAMP TYPE PARALLEL, A, REFERENCE DETAIL 1, DRAWING NO. D-3
- CONCRETE CURB RAMP TYPE PARALLEL, B, REFERENCE DETAIL 1, DRAWING NO. D-3
- CONCRETE CURB RAMP TYPE PARALLEL, C, REFERENCE DETAIL 1, DRAWING NO. D-3
- CONCRETE CURB RAMP TYPE PARALLEL, D, REFERENCE DETAIL 1, DRAWING NO. D-3
- CONCRETE CURB RAMP TYPE PARALLEL, E, REFERENCE DETAIL 1, DRAWING NO. D-3
- CONCRETE CURB RAMP TYPE PARALLEL, F, REFERENCE DETAIL 1, DRAWING NO. D-3
- CONCRETE CURB RAMP TYPE PARALLEL, G, REFERENCE DETAIL 1, DRAWING NO. D-3
- CONCRETE CURB RAMP TYPE PARALLEL, H, REFERENCE DETAIL 1, DRAWING NO. D-3
- CONCRETE CURB RAMP TYPE PARALLEL, I, REFERENCE DETAIL 1, DRAWING NO. D-3
- CONCRETE CURB RAMP TYPE PARALLEL, J, REFERENCE DETAIL 1, DRAWING NO. D-3
- CONCRETE CURB RAMP TYPE PARALLEL, K, REFERENCE DETAIL 1, DRAWING NO. D-3
- CONCRETE CURB RAMP TYPE PARALLEL, L, REFERENCE DETAIL 1, DRAWING NO. D-3
- CONCRETE CURB RAMP TYPE PARALLEL, M, REFERENCE DETAIL 1, DRAWING NO. D-3
- CONCRETE CURB RAMP TYPE PARALLEL, N, REFERENCE DETAIL 1, DRAWING NO. D-3
- CONCRETE CURB RAMP TYPE PARALLEL, O, REFERENCE DETAIL 1, DRAWING NO. D-3
- CONCRETE CURB RAMP TYPE PARALLEL, P, REFERENCE DETAIL 1, DRAWING NO. D-3
- CONCRETE CURB RAMP TYPE PARALLEL, Q, REFERENCE DETAIL 1, DRAWING NO. D-3
- CONCRETE CURB RAMP TYPE PARALLEL, R, REFERENCE DETAIL 1, DRAWING NO. D-3
- CONCRETE CURB RAMP TYPE PARALLEL, S, REFERENCE DETAIL 1, DRAWING NO. D-3
- CONCRETE CURB RAMP TYPE PARALLEL, T, REFERENCE DETAIL 1, DRAWING NO. D-3
- CONCRETE CURB RAMP TYPE PARALLEL, U, REFERENCE DETAIL 1, DRAWING NO. D-3
- CONCRETE CURB RAMP TYPE PARALLEL, V, REFERENCE DETAIL 1, DRAWING NO. D-3
- CONCRETE CURB RAMP TYPE PARALLEL, W, REFERENCE DETAIL 1, DRAWING NO. D-3
- CONCRETE CURB RAMP TYPE PARALLEL, X, REFERENCE DETAIL 1, DRAWING NO. D-3
- CONCRETE CURB RAMP TYPE PARALLEL, Y, REFERENCE DETAIL 1, DRAWING NO. D-3
- CONCRETE CURB RAMP TYPE PARALLEL, Z, REFERENCE DETAIL 1, DRAWING NO. D-3

CONSTRUCTION NOTES:

- CONCRETE CURB RAMP TYPE PARALLEL, A, REFERENCE DETAIL 1, DRAWING NO. D-3
- CONCRETE CURB RAMP TYPE PARALLEL, B, REFERENCE DETAIL 1, DRAWING NO. D-3
- CONCRETE CURB RAMP TYPE PARALLEL, C, REFERENCE DETAIL 1, DRAWING NO. D-3
- CONCRETE CURB RAMP TYPE PARALLEL, D, REFERENCE DETAIL 1, DRAWING NO. D-3
- CONCRETE CURB RAMP TYPE PARALLEL, E, REFERENCE DETAIL 1, DRAWING NO. D-3
- CONCRETE CURB RAMP TYPE PARALLEL, F, REFERENCE DETAIL 1, DRAWING NO. D-3
- CONCRETE CURB RAMP TYPE PARALLEL, G, REFERENCE DETAIL 1, DRAWING NO. D-3
- CONCRETE CURB RAMP TYPE PARALLEL, H, REFERENCE DETAIL 1, DRAWING NO. D-3
- CONCRETE CURB RAMP TYPE PARALLEL, I, REFERENCE DETAIL 1, DRAWING NO. D-3
- CONCRETE CURB RAMP TYPE PARALLEL, J, REFERENCE DETAIL 1, DRAWING NO. D-3
- CONCRETE CURB RAMP TYPE PARALLEL, K, REFERENCE DETAIL 1, DRAWING NO. D-3
- CONCRETE CURB RAMP TYPE PARALLEL, L, REFERENCE DETAIL 1, DRAWING NO. D-3
- CONCRETE CURB RAMP TYPE PARALLEL, M, REFERENCE DETAIL 1, DRAWING NO. D-3
- CONCRETE CURB RAMP TYPE PARALLEL, N, REFERENCE DETAIL 1, DRAWING NO. D-3
- CONCRETE CURB RAMP TYPE PARALLEL, O, REFERENCE DETAIL 1, DRAWING NO. D-3
- CONCRETE CURB RAMP TYPE PARALLEL, P, REFERENCE DETAIL 1, DRAWING NO. D-3
- CONCRETE CURB RAMP TYPE PARALLEL, Q, REFERENCE DETAIL 1, DRAWING NO. D-3
- CONCRETE CURB RAMP TYPE PARALLEL, R, REFERENCE DETAIL 1, DRAWING NO. D-3
- CONCRETE CURB RAMP TYPE PARALLEL, S, REFERENCE DETAIL 1, DRAWING NO. D-3
- CONCRETE CURB RAMP TYPE PARALLEL, T, REFERENCE DETAIL 1, DRAWING NO. D-3
- CONCRETE CURB RAMP TYPE PARALLEL, U, REFERENCE DETAIL 1, DRAWING NO. D-3
- CONCRETE CURB RAMP TYPE PARALLEL, V, REFERENCE DETAIL 1, DRAWING NO. D-3
- CONCRETE CURB RAMP TYPE PARALLEL, W, REFERENCE DETAIL 1, DRAWING NO. D-3
- CONCRETE CURB RAMP TYPE PARALLEL, X, REFERENCE DETAIL 1, DRAWING NO. D-3
- CONCRETE CURB RAMP TYPE PARALLEL, Y, REFERENCE DETAIL 1, DRAWING NO. D-3
- CONCRETE CURB RAMP TYPE PARALLEL, Z, REFERENCE DETAIL 1, DRAWING NO. D-3



DCN 01

DRAWING NO.	C-3
PROJECT NO.	A15.0197
DATE	10/21/16
SHEET NO.	14 OF 36

CITY OF STEVENSON
KANAKA CREEK ROAD IMPROVEMENTS
GROPPER ROAD PLAN AND PROFILE
STA 17+50 TO STA 22+50

DRAWN BY	JRB
DESIGN BY	JRB
CHECK BY	SPT
PROJECT MGR	SLR

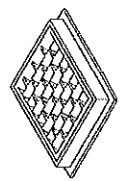


BergerABAM
770 NE Matthews Street, Suite 500
Coeur d'Alene, ID 83814
(208) 672-4100 FAX: (208) 672-4101

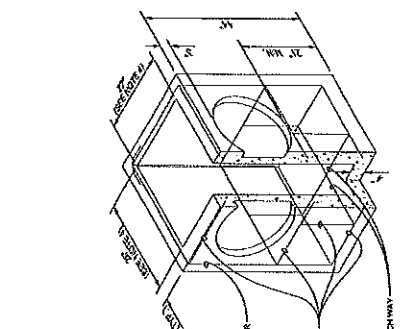
MARK	REVISION	DESCRIPTION	BY	DATE
1	DESIGN CHANGE NOTICE		JRB	5/26/17

NOTE: THE LOCATION AND DIMENSIONS ARE APPROXIMATE. NOT ALL CONDITIONS MAY BE SHOWN. CONTRACTOR SHALL VERIFY IF ANY CONDITIONS EXIST DURING CONSTRUCTION.

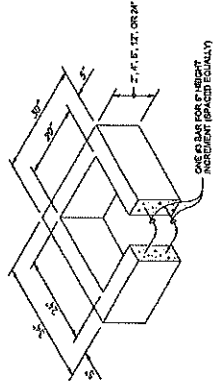
FEDERAL CONTRACT NO. TA5527



FRAME AND VAINED GRATE



RECTANGULAR ADJUSTMENT SECTION



SEPARATE BASE SECTION

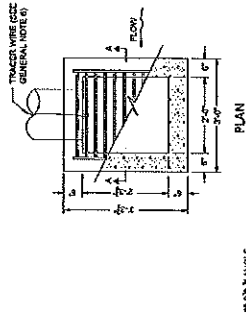
NOTES

1. THE PRECAST BASE SECTION SHALL HAVE A WALL THICKNESS OF 2" MINIMUM. PROVIDE A 1/2" MINIMUM GAP BETWEEN THE INTERIOR WALL AND THE OUTSIDE OF THE PIPE. AFTER THE PIPE IS INSTALLED, JOINT WORK SHALL BE CAST IN ACCORDANCE WITH TYPICAL STANDARD PRECASTION WALLS.
2. THE FRAME AND GRATE MAY BE INSTALLED WITH THE FLANGE DOWN, OR INTERNALLY CAST INTO THE ADJUSTMENT SECTION WITH FLANGE UP.
3. THE PRECAST BASE SECTION MAY HAVE A ROUNDED FLOOR, AND THE WALLS MAY BE SLOPED AT A RATE OF 1/8" OR STEEPER.
4. THE OPENING SHALL BE MEASURED AT THE TOP OF THE PRECAST BASE SECTION.
5. ALL PICKUP HOLES SHALL BE GROUTED FULL AFTER THE BASIN HAS BEEN PLACED.

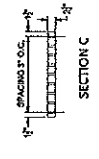
PRECAST BASE SECTION

CATCH BASIN TYPE 1 DETAIL

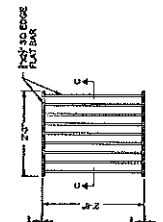
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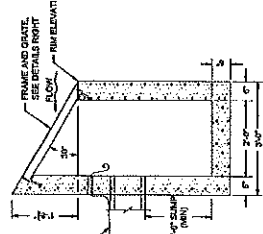
PLAN



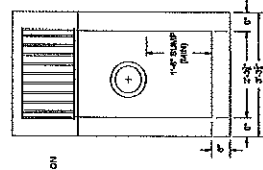
SECTION B



SECTION C



SECTION A



ELEVATION

NOTES

1. ALL CONCRETE SHALL BE COMMERCIAL GRADE CONCRETE WITH 28 DAY STRENGTH OF 3000 PSI AND SLOPE OF 2" TO 4".
2. PRECAST REINFORCEMENT SHALL BE REBAR MEETING ASTM A618 GRADE 60 OR WELDED WIRE REINFORCING (ASTM A95).
3. 5/8" CROSS BARS SHALL BE FLUSH WITH THE GRATE SURFACE AND MAY BE FLAT WELDED. REBAR SHALL BE WELDED OR ELECTRIC WELDED TO SUBSTRATE.
4. ALL PRECAST SHALL BE FINISHED WITH A 1/8" OR 3/16" COMPACTED BAC MATERIAL.
5. ALL PRECAST SHALL CONFORM TO REQUIREMENTS OF ASTM A753/753.1.

FEDERAL CONTRACT NO. TA5527

AREA DRAIN DETAIL

SCALE: NOT TO SCALE

MARK	DESIGN CHANGE NOTICE	REVISION DESCRIPTION	BY	APP.	DATE
1					



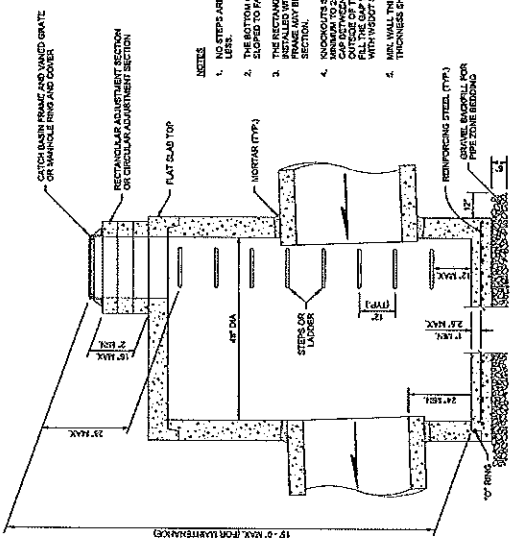
Bergert/ABM
700 NE Polk Street, Suite 500
Portland, Oregon 97232-4189
(503) 672-4100 FAX: (503) 672-4105



CITY OF STEVENSON
DRAWN BY JRB
DESIGN BY JRB
CHECK BY SET
PROD. MGR. S.L.R.

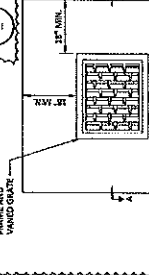
KANAKA CREEK ROAD IMPROVEMENTS
STORMWATER STRUCTURE DETAILS

DCN 01
DRAWING NO. D-4
PROJECT NO. A15.C197
DATE: 10/4/16
SHEET NO. 28 OF 38

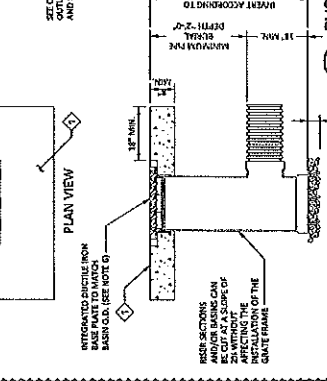


CATCH BASIN TYPE 2 DETAIL

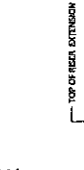
SCALE: NOT TO SCALE



PLAN VIEW

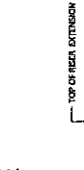


ELEVATION VIEW



SECTION A

1. BASIN TO BE CUSTOM MANUFACTURED ACCORDING TO PLAN. REBAR SHALL BE 5/8" DIA. WELDED WIRE REINFORCING (ASTM A95) AND SHALL BE FLUSH WITH THE GRATE SURFACE. ALL REBAR SHALL BE WELDED OR ELECTRIC WELDED TO SUBSTRATE. THE MAXIMUM DEPTH OF REBAR SHALL BE 2" FROM THE BOTTOM OF THE GRATE. THE MINIMUM DEPTH OF REBAR SHALL BE 2" FROM THE BOTTOM OF THE GRATE. THE MINIMUM DEPTH OF REBAR SHALL BE 2" FROM THE BOTTOM OF THE GRATE.
2. REBAR SHALL BE 5/8" DIA. WELDED WIRE REINFORCING (ASTM A95) AND SHALL BE FLUSH WITH THE GRATE SURFACE. ALL REBAR SHALL BE WELDED OR ELECTRIC WELDED TO SUBSTRATE. THE MAXIMUM DEPTH OF REBAR SHALL BE 2" FROM THE BOTTOM OF THE GRATE. THE MINIMUM DEPTH OF REBAR SHALL BE 2" FROM THE BOTTOM OF THE GRATE.
3. REBAR SHALL BE 5/8" DIA. WELDED WIRE REINFORCING (ASTM A95) AND SHALL BE FLUSH WITH THE GRATE SURFACE. ALL REBAR SHALL BE WELDED OR ELECTRIC WELDED TO SUBSTRATE. THE MAXIMUM DEPTH OF REBAR SHALL BE 2" FROM THE BOTTOM OF THE GRATE. THE MINIMUM DEPTH OF REBAR SHALL BE 2" FROM THE BOTTOM OF THE GRATE.
4. REBAR SHALL BE 5/8" DIA. WELDED WIRE REINFORCING (ASTM A95) AND SHALL BE FLUSH WITH THE GRATE SURFACE. ALL REBAR SHALL BE WELDED OR ELECTRIC WELDED TO SUBSTRATE. THE MAXIMUM DEPTH OF REBAR SHALL BE 2" FROM THE BOTTOM OF THE GRATE. THE MINIMUM DEPTH OF REBAR SHALL BE 2" FROM THE BOTTOM OF THE GRATE.
5. REBAR SHALL BE 5/8" DIA. WELDED WIRE REINFORCING (ASTM A95) AND SHALL BE FLUSH WITH THE GRATE SURFACE. ALL REBAR SHALL BE WELDED OR ELECTRIC WELDED TO SUBSTRATE. THE MAXIMUM DEPTH OF REBAR SHALL BE 2" FROM THE BOTTOM OF THE GRATE. THE MINIMUM DEPTH OF REBAR SHALL BE 2" FROM THE BOTTOM OF THE GRATE.



SECTION B



SECTION C



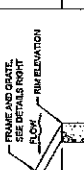
SECTION D



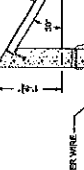
SECTION E



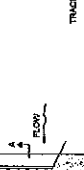
SECTION F



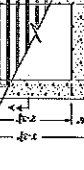
SECTION G



SECTION H



SECTION I



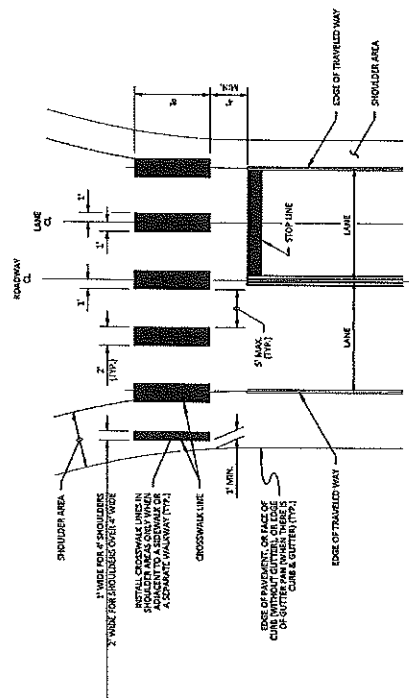
SECTION J



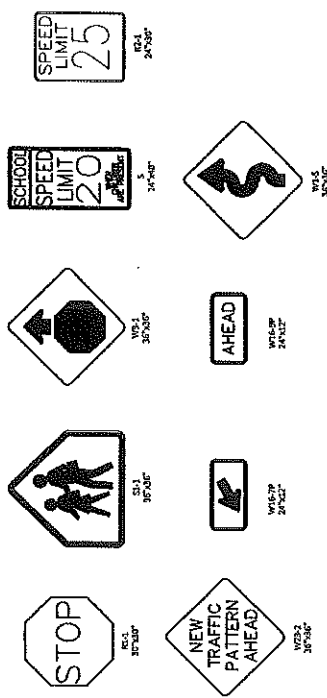
SECTION K



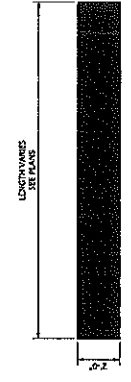
SECTION L



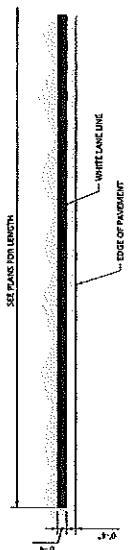
NOTES:
 1. TO THE MAXIMUM EXTENT POSSIBLE, CURB FACE CENTERLINE SHOULD BE PERPENDICULAR TO THE CROSSWALK CENTERLINE.
 2. TO THE MAXIMUM EXTENT POSSIBLE, CROSSWALKS SHOULD BE PERPENDICULAR TO THE CENTERLINE OF THE TRAVELLED WAY.



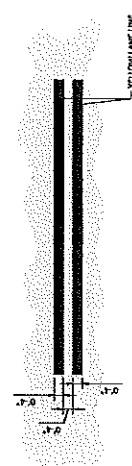
1. SIGN DETAILS
 SCALE: NOT TO SCALE



2. STOP LINE DETAIL
 SCALE: NOT TO SCALE

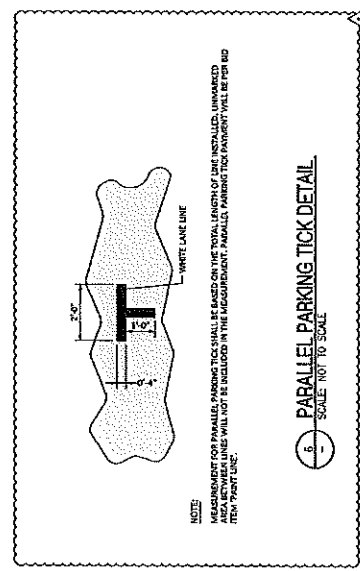


3. EDGE LINE DETAIL
 SCALE: NOT TO SCALE






4. DOUBLE CENTERLINE DETAIL
 SCALE: NOT TO SCALE

5. CROSSWALK LAYOUT DETAIL
 SCALE: NOT TO SCALE



6. PARALLEL PARKING TICK DETAIL
 SCALE: NOT TO SCALE

FEDERAL CONTRACT NO. TA5327 DCN 01

DRAWING NO. D-7 PROJECT NO. A15.0187 DATE: 10/4/16 SHEET NO. 31 OF 36	
CITY OF STEVENSON KANAKA CREEK ROAD IMPROVEMENTS SIGNAGE AND STRIPING DETAILS	
DRAWN BY: <u>JRB</u> DESIGN BY: <u>JRB</u> CHECK BY: <u>SET</u> PROJ. MGR: <u>SLR</u>	 
 Berger ABAM 700 NE Multnomah Street, Suite 500 Portland, Oregon 97232-4189 (503) 974-1100 FAX (503) 972-4101	
1. DESIGN CHANGE NOTICE REVISION DESCRIPTION	VISY: _____ ERS: _____ BY: _____ DATE: _____



Project KANAWA

Sheet 1 of 2

Subject DEN 001

Job Number AIS.0197

Designer JRA

Date 8-21-17

• ROADWAY EXCAVATION INCL. HAUL

- 6" DEPTH

$2533\text{ SF} + 4967\text{ SF} \times \frac{1}{12} \div 27 = 138\text{ CY}$

$3273\text{ SF} \times \frac{1}{12} \div 27 = 121\text{ CY}$

$\boxed{259\text{ CY}}$

• PLANING = $1293\text{ SF} + 4353\text{ SF} + 1744\text{ SF} = \boxed{821\text{ SY}}$ - 754

• CSBC = $4967\text{ SF} + 2533\text{ SF} = 7500\text{ SF} \times \frac{1}{12} \div 27 \times 1.85\text{ T/CY} = 80\text{ T} = \boxed{236\text{ T}}$

$3273\text{ SF} \times \frac{1}{12} \div 27 \times 1.85\text{ T/CY} = 150\text{ T}$

• HMA = $4967\text{ SF} + 3273\text{ SF} + 2533\text{ SF} = 10773\text{ SF} \times \frac{1}{12} \div 27 = 2.025\text{ T/CY} = 270\text{ T} \times 10\% = 296\text{ T}$

$4353\text{ SF} + 1293\text{ SF} + 1744\text{ SF} = 7390\text{ SF} \times \frac{1}{12} \div 27 \times 2.025\text{ T/CY} = 93\text{ T} \times 5\% = 97\text{ T}$

$10432\text{ SF} \times \frac{1}{12} \div 27 \times 2.025\text{ T/CY} = 131\text{ T} \times 10\% = 144\text{ T}$

$\boxed{\Sigma = 537\text{ T}}$ - 85

• PAINT LINE = 4 INCH LINE = $3' \times 22\text{ EA} = 66\text{ LF}$

CENTERLINE = $1010\text{ LF} + 12\text{ LF} = 1022\text{ LF}$

EDGE LINE = $835\text{ LF} + 90\text{ LF} = 925\text{ LF}$

$\boxed{\Sigma = 2013\text{ LF}}$ - 758

• STOP LINE = $\boxed{16\text{ LF}}$

• CROSSWALK = $16\text{ SF} \times 4\text{ EA} = \boxed{64\text{ SF}}$

• PVC CATCH BASIN = $\boxed{1\text{ EA}}$

• 12" PVC PIPE = $\boxed{45\text{ LF}}$

• TESTING STORM SEWER PIPE = $\boxed{45\text{ LF}}$

• ORIGINAL CONTRACT

- PLANING: $20' \times 22' = 49\text{ SY} = \text{BID ACT}$

$- 6785\text{ SF} = -754\text{ SY} = \text{ORIG}$

- HMA: $\text{STA } 10+00 - 16+69 = 669' \times 22' \times \frac{1}{12} \div 27 \times 2.025\text{ T/CY} = 184\text{ T} = \text{BID ACT}$

$\text{STA } 16+69 - 19+20 = 2\text{ EA} ; 6785\text{ SF} \times \frac{1}{12} \div 27 \times 2.025\text{ T/CY} = 85\text{ T} = \text{ORIG}$

• PAINT LINE = $-669 \times 4 = -2676\text{ LF} = \text{BID ACT}$

$-53 + (-249 \times 2) = -188 + -19 = -750\text{ LF} = \text{ORIG}$

$19+18 - 16+69$

$18+57 - 16+69$

$18+99 - 19+18$



Project KANAKA

Sheet 2 of 2

Subject DCN #001

Job Number AIS.0197

Designer JRZ

Date 8-21-17

<u>BID ITEM</u>	<u>ITEM DESCRIPTION</u>	<u>EST. QTY</u>	<u>UNIT COST</u>	<u>TOTAL COST</u>
7	ROADWAY EXCAVATION	259CY	\$17	\$4403
12	SOLID WALL PVC STORM	45LF	\$90	\$4050
13	TESTING STORM SEWER PIPE	45LF	\$3	\$135
14	CSBC	236CY	\$41	\$9676
16	HMA CL 1/2 IN PG 64-22	452T	\$103	\$46556
18	PLANING BITUMINOUS PAVEMENT	67CY	\$1.75	\$117.25
28	PAINT LINE	1255LF	\$0.75	\$941.25
29	PLASTIC CROSSWALK LINE	64LF	\$6	\$384
30	PLASTIC STOP LINE	16LF	\$10.75	\$172
52 (ASD)	PVC CATCH BASIN	1EA	\$900	\$900
BID ALT 3	HMA CL 1/2 IN PG 64-22	-184T	\$98	-18032
4	PLANING BITUMINOUS PAVEMENT	-49CY	\$3.50	-1711.50
6	PAINT LINE	-2433LF	\$0.75	-1824.75
				<u>\$47,306.25</u>