

**CITY OF WILSONVILLE
SECOND AMENDMENT TO CONSTRUCTION CONTRACT**

5th Street/Kinsman Road Extension

This Second Amendment to Construction Contract (“Second Amendment”) is effective the ____ day of July 2022 (“Effective Date”), by and between the **City of Wilsonville**, a municipal corporation of the State of Oregon (“City”), and **Moore Excavation, Inc.**, an Oregon corporation (“Contractor”), upon the terms and conditions set forth below.

RECITALS

WHEREAS, the City entered into a Construction Contract (“Contract”) with Contractor on March 1, 2021, relating to the 5th Street/Kinsman Road Extension Project (“Project”); and

WHEREAS, the City entered into a Change Order to the Construction Contract (“First Amendment”) with Contractor on December 3, 2021; and

WHEREAS, the City requires additional services which Contractor is capable of providing, under terms and conditions hereinafter described; and

WHEREAS, the City and Contractor anticipate that additional time is needed to complete the Services stated in the Contract and the Additional Services described in this Second Amendment; and

WHEREAS, Contractor represents that Contractor is qualified to perform the Additional Services described herein on the basis of specialized experience and technical expertise; and

WHEREAS, Contractor is prepared to provide such Additional Services as the City does hereinafter require;

NOW, THEREFORE, in consideration of these mutual promises and the terms and conditions set forth herein, the parties agree as follows:

AGREEMENT

The Contract is amended as follows:

Section 1. Term

The term of the Contract is hereby extended as follows: The Substantial Completion Date is extended to January 22, 2023, and the Final Completion Date is extended to February 22, 2023.

Section 2. Additional Services To Be Provided

Contractor will perform the Additional Services more particularly described in **Exhibit B** (Pay Item Detailed Description) and **Exhibit C** (Price Information & Design Revisions), attached hereto and incorporated by reference herein, pursuant to all original terms of the Contract, except as modified herein.

Section 3. Compensation

The City agrees to pay Contractor the unit price not-to-exceed amount of TWO HUNDRED FIFTEEN THOUSAND THIRTY DOLLARS AND SIXTY-THREE CENTS (\$215,030.63) for performance of the Additional Services (“Second Amendment Contract Sum”) which, when totaled with the Contract Price with All Approved Change Orders from Change Order No. 1, equals a total not-to-exceed amount of ELEVEN MILLION SEVENTY-THREE THOUSAND EIGHT HUNDRED FIFTY-THREE DOLLARS AND FIFTY-NINE CENTS (\$11,073,853.59) for performance of the Work and Additional Services (“Total Contract Sum”). Contractor’s estimate of time and materials is attached hereto as **Exhibit A** (Pay Item Adjustment), and incorporated herein by reference.

Section 4. All Other Terms

All of the other terms and conditions of the Contract shall remain in full force and effect, as therein written. Unless otherwise defined herein, the defined terms of the Contract shall apply to this Second Amendment.

The Contractor and the City hereby agree to all provisions of this Second Amendment.

CONTRACTOR:

CITY:

MOORE EXCAVATION, INC.

CITY OF WILSONVILLE

By: _____

By: _____

Print Name: _____

Print Name: _____

As Its: _____

As Its: _____

Employer I.D. No. _____

APPROVED AS TO FORM:

Ryan Adams, Assistant City Attorney
City of Wilsonville, Oregon

**Exhibit A - Change Order #02
Pay Item Adjustment**

Existing Pay Item Modification

ITEM	ITEM DESCRIPTION	UNIT	UNIT COST	ORIGINAL QUANTITY	ORIGINAL COST	AMENDED UNIT COST	AMENDED QUANTITY	AMENDED COST	CHANGE IN COST
24	General Excavation	CY	\$20.00	12,492	\$249,840.00	\$20.00	12,520	\$250,400.00	\$560.00
28	12 Inch Subgrade Stabilization	SY	\$24.00	1,170	\$28,080.00	\$24.00	1,850	\$44,400.00	\$16,320.00
33	Rock Excavation	CY	\$35.00	6,000	\$210,000.00	\$35.00	2,500	\$87,500.00	(\$122,500.00)
44	24 Inch Storm Sewer Pipe, 10 FT Depth	LF	\$195.00	94	\$18,330.00	\$195.00	136	\$26,520.00	\$8,190.00
45	2 inch PVC Pipe, 5 FT Depth	LF	\$8.00	7,984	\$63,872.00	\$8.00	974	\$7,792.00	(\$56,080.00)
46	4 inch PVC Pipe, 5 FT Depth	LF	\$14.00	11,857	\$165,998.00	\$14.00	6,840	\$95,760.00	(\$70,238.00)
47	6 inch PVC Pipe, 5 FT Depth	LF	\$20.00	5,432	\$108,640.00	\$20.00	4,200	\$84,000.00	(\$24,640.00)
55	Installing 6 Inch Pipe Under Railroad, 7 FT Depth	LS	\$40,000.00	1	\$40,000.00	\$40,000.00	1	\$20,000.00	(\$20,000.00)
57	Installing 36 Inch Pipe Under Railroad, 7 FT Depth	LS	\$80,000.00	1	\$80,000.00	\$80,000.00	2	\$160,000.00	\$80,000.00
72	Old Castle 5106 Vault	Each	\$11,000.00	9	\$99,000.00	\$11,000.00	5	\$55,000.00	(\$44,000.00)
73	Old Castle 612 Vault	Each	\$12,500.00	2	\$25,000.00	\$12,500.00	1	\$12,500.00	(\$12,500.00)
74	Old Castle 233 Vault	Each	\$3,200.00	13	\$41,600.00	\$3,200.00	12	\$38,400.00	(\$3,200.00)
88	Reinforcement (Kinsman Bridge)	LB	\$3.00	23,304	\$69,912.00	\$2.76	73,000	\$201,480.00	\$131,568.00
100	Reinforcement (5th Bridge)	LB	\$3.00	32,559	\$97,677.00	\$2.76	115,200	\$317,952.00	\$220,275.00
102	Foundation Concrete, Class 3300 (5th Bridge)	CY	\$700.00	398	\$278,600.00	\$700.00	424	\$296,800.00	\$18,200.00
109	Reinforcement (Boardwalk)	LB	\$3.00	3,252	\$9,756.00	\$3.00	3,506	\$10,518.00	\$762.00
125	3/4" - 0 Aggregate Base (Tonquin Trail)	CY	\$98.00	176	\$17,248.00	\$98.00	204	\$19,992.00	\$2,744.00
141	Non-Mountable Median - Concrete Street	LF	\$42.00	375	\$15,750.00	\$42.00	399	\$16,758.00	\$1,008.00
142	Non-Mountable Median - Asphalt Street	LF	\$42.00	105	\$4,410.00	\$42.00	130	\$5,460.00	\$1,050.00
148	Concrete Water Quality Curb	LF	\$75.00	2,274	\$170,550.00	\$71.93	2,260	\$162,561.80	(\$7,988.20)
Total									\$119,530.80

New Pay Items

ITEM	ITEM DESCRIPTION	UNIT	UNIT COST	QUANTITY	COST
2000	Bridge Fiber Reinforcement	LS	\$ 22,239.36	1	\$ 22,239.36
2001	PGE Vault 5106 Lid Modification	LS	\$ 45,850.88	1	\$ 45,850.88
2002	Concrete Water Quality Curb Removal	LS	\$ 745.47	1	\$ 745.47
2003	Bridge Wing Wall Fence	LS	\$ 26,664.12	1	\$ 26,664.12
Total					\$ 95,499.83

Fund Estimate Amendment

FUND NUMBER	PREVIOUS ESTIMATE	AMENDED ESTIMATE	CHANGE
#1139-30 5th Street / Kinsman Road Water Line	\$ 1,259,598.78	\$ 1,323,331.78	\$63,733.00
#2099-30 5th Street / Kinsman Road Sewer Line	\$ 1,870,256.12	\$ 1,817,381.82	(\$52,874.30)
#4196-39 5th Street / Kinsman Road Extension	\$ 7,249,510.06	\$ 7,453,681.99	\$ 204,171.93
#4215-30 Boones Ferry Road Street Maintenance	\$ 152,000.00	\$ 152,000.00	\$0.00
#9155-30 Ice Age Tonquin Trail	\$ 327,458.00	\$ 327,458.00	\$0.00
Total	\$ 10,858,822.96	\$ 11,073,853.59	\$215,030.63

Exhibit B – Change Order #02 Pay Item Detailed Description

Subgrade Stabilization Quantity Adjustment

As clearing and grubbing operations and excavation for roadway subgrade progress, the Contractor is encountering more unstable subgrade soil conditions than was originally anticipated in the construction bid documents. These unsuitable subgrade soils need to be stabilized in accordance with the project construction specifications prior to proceeding with the roadway construction. As a result, the estimated quantity for Pay Item 28 – 12-Inch Subgrade Stabilization is increased to account for the total anticipated amount of subgrade stabilization necessary to complete the project.

Rock Excavation Quantity Adjustment

As installation of the utility pipelines, construction of the roadway subgrade, and excavation of the bridge foundations progress, the Contractor is encountering less boulder and bedrock excavation than was originally anticipated in the construction bid documents. As a result, the estimated quantity for Pay Item 33 – Rock Excavation is decreased to account for the total anticipated amount of rock excavation necessary to complete the project.

24-Inch Storm Sewer Pipe

The Contractor identified an error in the calculation of 24” storm sewer pipe quantity included in the original construction bid documents. The actual quantity of 24” storm sewer pipe has been confirmed by the design engineer on the construction plans and by the construction inspector through field measurement resulting in a quantity that is greater than that included on the Bid Schedule of the project bid documents. As a result, the estimated quantity for Pay Item 44 – 24-Inch Storm Sewer Pipe, 10 FT Depth is increased to account for the total anticipated amount of 24” storm sewer pipe necessary to complete the project.

Portland General Electric Design Modifications

After Notice to Proceed, Portland General Electric (PGE) and the City of Wilsonville identified a number of design changes to the underground electrical system resulting in new work and adjustment of existing pay items, as follows:

Adjust Scope of PGE Underground Utility Work – Upon start of project construction, PGE required the City to make numerous changes to the underground electrical design that would significantly increase the amount of PGE utility infrastructure to be installed as part of the project at the City’s expense. PGE claimed that the City never received approved PGE plans for the underground electrical work prior to construction bid and the changes were necessary to comply with current PGE requirements.

After negotiation between the City and PGE, it was determined the City is only responsible for undergrounding existing overhead electrical infrastructure, not expansion of PGE's facilities. Based on this determination, the scope of underground electrical work to be installed as part of the project at the City's expense was adjusted accordingly. The resulting PGE design changes are included on pages 1-3 of Exhibit C. The underground electrical design change results in reduced estimated quantities of 2", 4", and 6" PVC pipe (Pay Items 45, 46, and 47) and Old Castle Vaults (Pay Items 72, 73, and 74).

Add Standard Curb to PGE Vault 221 – During construction of the underground electrical infrastructure, PGE requested standard curb be installed along the outside edge of electrical vaults located within parking areas. PGE Vault 221 is located along an unimproved portion of Boones Ferry Road, south of 5th Street within an existing gravel area adjacent to the paved roadway. PGE vault lids are not structurally rated for traffic loading. As a result, PGE has requested standard curb be installed along the south, west, and north edges of PGE Vault 221 to prevent vehicles from driving over or parking on top of the vault lid. The design change is included on page 4 of Exhibit C. This design change results in increased estimated quantity of Pay Item 142 – Non-Mountable Median - Asphalt Streets.

Pay Item 2001: PGE Vault 5106 Lid Modification

During construction of the underground electrical infrastructure, PGE changed the type of lid and access door required for 5106 electrical vaults located within the public sidewalk and adjacent to on-street parking. PGE requires vault access hatches open and lock at a 90 degree angle in instances where a standard access hatch could fall while opening and be obstructed by or cause damage to adjacent property.

Contractor provided timely notification to the City that the change in the type of 5106 vault lids result in added material costs as documented by Change Order Request #008 (p. 5-7 - Exhibit C) and the City has determined that the work is an acceptable reimbursable project expense.

The PGE Vault 5106 Lid Modification pay item shall include all additional cost for materials, equipment, and labor to provide and install the modified 5106 vault lids greater than the standard 5106 vault lids that were included as part of the original project construction documents. The cost for this work is considered in addition to Pay Item 72 – Old Castle 5106 Vault and does not result in reduction of existing pay item quantity. This pay item will not be measured in the field and will be paid on the lump sum basis at the Contract price.

Modify Water Quality Facility for PGE Vault 68 – During construction of the underground electrical infrastructure, PGE requested that the water quality facility located south of PGE Vault 68 be replaced with a standard landscape strip to provide PGE required 10 feet worker safety clearance. The design engineer reviewed the request and confirmed the design change can be accommodated and is documented per Change Order Request #018 (p. 8-11 – Exhibit C). The design change results in a net decreased estimated quantity of Pay Item 148 – Concrete Water Quality Curb and increased estimated quantity of Pay item 141 – Non-Mountable Median - Concrete Street. It is assumed that the difference between backfill, excavation, soil, plantings and all other work not specifically identified in this Change Order No. 2 for the conversion of the water quality swale and the landscape planter strip is negligible for which no separate or additional measurement or payment will be made.

Pay Item 2002: Concrete Water Quality Curb Removal

Prior to modification of the water quality facility for PGE Vault 68 as described above, a 12-foot long section of water quality curb had already been installed to the south of the vault. To accommodate the

conversion of the water quality facility to a standard landscape strip, this section of water quality curb needs to be removed.

Contractor provided timely notification to the City that the removal of the water quality curb results in added costs as documented by Change Order Request #018 (p. 8-11 – Exhibit C) and the City has determined that the work is an acceptable reimbursable project expense.

The Concrete Water Quality Curb Removal pay item shall include all cost for materials, equipment, and labor to remove and dispose of the identified section of water quality curb. This pay item will not be measured in the field and will be paid on a lump sum basis at the Contract price.

Bridge Reinforcement & Foundation Concrete Quantity Adjustment

The Contractor identified an error in the calculation of reinforcement quantity for the Kinsman Road Bridge and the Tonquin Trail Boardwalk included in the original construction bid documents. In addition, both the reinforcement and foundation concrete quantities for the 5th Street Bridge were identified by the Contractor as being in error. The actual quantity of reinforcement and foundation concrete has been confirmed by the design engineer in review of the construction documents and shop drawing submittals provided by the Contractor, resulting in a quantity that is greater than that included on the Bid Schedule of the project bid documents. As a result, the estimated quantity for Pay Item 88 – Reinforcement (Kinsman Bridge), Pay Item 100 – Reinforcement (5th Bridge), Pay Item 102 – Foundation Concrete, Class 3300 (5th Bridge), and Pay Item 109 – Reinforcement (Boardwalk) is increased to account for the total anticipated amount of reinforcement and foundation concrete necessary to complete the project.

Due to the significant increase in the quantity of bridge reinforcement added to the project, the Contractor has received a reduced cost from the material supplier and has shared the cost savings with the City. As a result, the unit cost for Pay Item 88 – Reinforcement (Kinsman Bridge) and Pay Item 100 – Reinforcement (5th Bridge) is decreased to account for the shared material cost savings.

Railroad Utility Crossing Casing Design Modifications

During bore installation of the 6” diameter casing pipe for the natural gas pipeline crossing beneath the railroad tracks, the Contractor was unable to complete the work after a number of attempts due to the presence of boulders. The Contractor determined that the small size of the casing pipe does not provide enough room to access and remove the conflicting portions of boulders. The Contractor proposes an upsized 36” diameter casing pipe to provide the needed space to remove conflicting boulders and complete installation of the needed casing pipe. In addition, the Contractor mistakenly installed a larger, 36” casing for the City water pipeline, rather than the 18” casing called for in the construction documents. The utility casing pipe design changes for the railroad crossing are included on pages 23-24 of Exhibit C.

The City and Contractor negotiated to determine responsibility for the additional incurred costs resulting from the Contractor’s attempts to install the 6” gas casing and installation of the larger utility casings. The City does receive some long term benefit to the larger casing installation and has some responsibility for sizing a casing large enough to effectively remove boulder conflicts. The City and

Contractor agree to share approximately half of the additional incurred costs as documented by Change Order Request #005 (p. 12-22 – Exhibit C). The City’s share of costs are reflected by an increase in estimated quantity for Pay Item #57 – Installing 36 Inch Pipe Under Railroad, 7 FT Depth and a decrease in estimated quantity for Pay Item #55 – Installing 6 Inch Pipe Under Railroad , 7 FT Depth.

Water Quality Curb Design Modification

Contractor requested that the steel reinforcement as part of the water quality curb construction detail be removed to help speed and simplify construction. The design engineer reviewed the request and determined that the steel reinforcement was not necessary as the curb would not be subjected to heavy vehicular loads. The request is approved with the exception of water quality curb adjacent to driveway approach curb returns, where steel reinforcement is still required to withstand motor vehicle loads. A cost credit for the steel reinforcement removal as documented in Change Order Request #006 (p. 25 – Exhibit C) modifies the unit cost of Pay Item #148 – Concrete Water Quality Curb.

Bridge Fiber Reinforcement

During review of the concrete submittal for the 5th Street bridge deck and impact panels, the design engineer discovered that the construction specifications had mistakenly been modified prior to construction bid, removing the requirement for use of synthetic fiber reinforcement. The design engineer confirmed that synthetic fiber reinforcement is required for both the concrete used in the 5th Street and Kinsman Road bridge decks and impact panels.

As part of this Change Order No. 2, the 5th Street / Kinsman Road Extension Project Specific Special Provisions are hereby modified as follows:

02001.31(g) Concrete Constituents: Synthetic Fiber Reinforcing for Concrete – *Add the following paragraph:*

Use synthetic fiber reinforcing from the QPL and according to Section 02045 in all bridge deck and impact panels and silica fume overlay concrete.

02045.00 Scope – *Add the following sentence:*

This Section includes the requirements for synthetic fiber reinforcing used in high performance concrete (HPC) bridge decks and impact panels, silica fume concrete (SFC) overlays, and PCC.

02045.10 Synthetic Micro Fiber Reinforcing – *Add the following sentence:*

Furnish synthetic polyolefin micro fiber reinforcing for HPC bridge decks and impact panels from the QPL, where directed.

Pay Item 2000: Bridge Fiber Reinforcement

Contractor provided timely notification to the City that addition of fiber reinforcement to the bridge deck and impact panel concrete mix design results in added costs as documented by Change Order

Request #007 (p. 26-27 – Exhibit C) and the City has determined that the work is an acceptable reimbursable project expense.

The Bridge Fiber Reinforcement pay item shall include all cost for materials, equipment, and labor to add fiber reinforcement for bridge deck and impact panel concrete in accordance with the 5th Street / Kinsman Road Extension Project Specific Special Provisions as modified in this Change Order No. 2. This pay item will not be measured in the field and will be paid on a lump sum basis at the Contract price.

Tonquin Trail Boardwalk Footing Installation

Contractor requested guidance from the design engineer for installation of the diamond pier foundations through the stone embankment at bent 11 and 12 of the Tonquin Trail Boardwalk. The design engineer referenced the Diamond Pier installation manual that suggests encountered obstructions be physically removed and material more suitable for diamond pier pin driving be re-compacted in place. The installation procedure requires the stone embankment at bents 11 and 12 be removed and replaced with compacted ¾"-0 crushed aggregate to allow for installation of the diamond pier foundations. As a result, the estimated quantity for Pay Item 24 – General Excavation and Pay Item 125 – ¾"-0 Aggregate Base (Tonquin Trail) is increased as documented in Change Order Request #011 (p. 28 of Exhibit C) to account for the added work to install the diamond pier foundations at bents 11 and 12.

Bridge Wing Wall Safety Fencing

Pay Item 2003: Bridge Wing Wall Fence

Contractor raised a safety concern with the design engineer regarding a potential fall hazard where the sidewalk is adjacent to the bridge wing wall. There is an elevation difference of up to 4 feet between the top of the bridge wing wall and the adjacent Coffee Lake Creek with no barrier provided between the sidewalk and bridge wing wall. The City and design engineer agreed with the Contractor's safety concern and proposes installation of a 4-foot high, black, vinyl coated, chain link fence for each wing wall on both the 5th Street Bridge and Kinsman Road Bridge as documented in RFI 080 (p. 29-32 of Exhibit C).

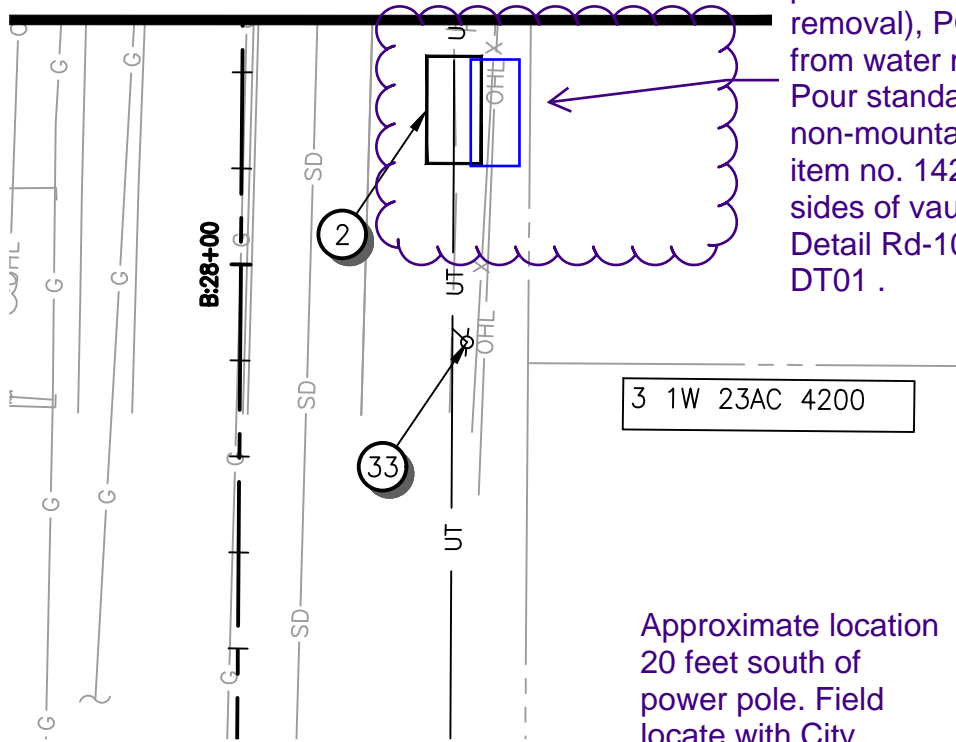
Contractor provided timely notification to the City that the added bridge wing wall fence results in added costs as documented by Change Order Request #021 (p. 33-35 – Exhibit C) and the City has determined that the work is an acceptable reimbursable project expense.

The Bridge Wing Wall Fence pay item shall include all costs for materials, equipment, and labor to construct the fencing as directed in RFI 080 (p. 29-32 of Exhibit C) and Section 01050 of the 2018 Oregon Standard Specifications for Construction. This pay item will not be measured in the field and will be paid on a lump sum basis at the Contract price.

PGE Electric Design Modifications

Add Standard Curb to PGE Vault 221

STA. B:28+25 SEE SHEET: 60



Approximate location for vault 221.

Field adjust based on fence post locations (minimal removal), PGE clearances (2' from water main)
Pour standard 6" non-mountable median (bid item no. 142) around front and sides of vault to protect it - See Detail Rd-1065 on Sheet 122, DT01 .

Approximate location 20 feet south of power pole. Field locate with City Inspector and PGE.



Job:
PGE VAULTS
5TH ST & SW BOONESFERRY RD
5TH STREET TO KINSMAN RD EXTEN
WILSONVILLE, OR 97070

Bid: S010655508
 Bid Date: 01/14/2022

Line	Order Qty	U/M	Description	Unit Price	Ext Price	PN
=====						
ORIGINALLY QUOTED PGE VAULTS:						
9	ea		5106-1 PGE W/5106-3-332P OFFSET TOP *Special - Subject to Restock Fee*	7,614.660	\$68,531.94	1016350
2	ea		OLDCASTLE PRECAST 612-3-PGE VAULT *Special - Subject to Restock Fee*	8,983.246	\$17,966.49	1292464
13	ea		UTILITY VAULT 233 PGE W/233-2436NS TOP *Special - Subject to Restock Fee*	1,564.398	\$20,337.17	1588172
Subtotal -----					\$106,835.60	

*						
UPDATED PGE QUOTE PER UPDATED PLANS:						
2	ea		5106-1 PGE W/5106-3-332P OFFSET TOP 5106-1 PGE Base - 0110085 5106-3 Top w/3'-6"x 9'-6" hole (centered) - 0110219 5106 Adj.Top Slab w/3-33 Fr.SA12 Centered-NonSlip w/NonSlip Doors- 0110210 332 NonSlip Door-SA12 Style - 2150117 (x6) *Special - Subject to Restock Fee*	9,595.000	\$19,190.00	1016350
1	ea		OLDCASTLE PRECAST 612-3-PGE VAULT 612-3 PGE Base-16"- 0140015 612 PGE Middle - 0140032 612-3 PGE-T-2436-2066 w/Grounds w/20"x66" blockout with inserts - 0140248 2436 Diamond Plate Door - 2130030 *Special - Subject to Restock Fee*	7,167.000	\$7,167.00	1292464
12	ea		UTILITY VAULT 233 PGE W/233-2436NS TOP 233 PGE Base - 0020402 233-2436 Top w/Fr.-D.Plate-St.Steel Hinge Parts-PGE - 0020455 2436 Diamond Plate Door - 2130030 *Special - Subject to Restock Fee*	1,455.000	\$17,460.00	1588172
3	ea		5106-1 PGE BASE, 5106-3 TOP W/ 42"X114" OFFSET BO (PGE CORE), 5106 ADJ TOP SLAB W/ CHT-36108AL-PGE (PGE CORE), EJ H36108PGE DOOR W/ (2) 42"X40" ALUM SAFE RAIL PER EJ DRWG NO 361081906 PGE *Special - Subject to Restock Fee*	20,677.588	\$62,032.76	1634414
Subtotal -----					\$105,849.76	

Bid Total					\$212,685.36	

2(\$9,595.00 - \$7,614.66) = \$3,960.68
3(\$20,677.588-\$7,614.66) = \$39,188.784
Total Cost Difference: \$43,149.64

PGE Electric Design Modifications

Modify Water Quality Facility for PGE Vault 68

Pay Item 2002: Concrete Water Quality Curb Removal



P.O. Box 789 - Fairview, OR 97024
 5501 NE 223rd Ave - Fairview, OR 97024
 Tel: (503) 674-0900 | Fax: (503) 674-0909
 OR CCB#28397 | WA# MOOREI166BR

Change Order Proposal (#018)

Project: 5th Street/Kinsman Rd Extension

Date: March 23, 2022

Description of Change(s)

REMOVE 12-FT SECTION OF CURB IN FRONT OF 612 PGE VAULT; POUR BACK STANDARD CURB; REQUIRED PER PGE SPEC FOR ACCESS TO VAULT (SHEET UT10)

Item	Description	Qty	Unit	Unit Price	Extension
	3/23/2022	1.00	LS	\$ 745.47	\$ 745.47
	Pay Item 148 - Water Quality Curb	10.00	LF	\$ 75.00	\$ 750.00
	Pay Item 148 - Water Quality Curb	(24.00)	LF	\$ 75.00	\$ (1,800.00)
	Pay Item 141 – Non-Mountable Median	24.00	LF	\$ 42.00	\$ 1,008.00
	TOTAL				\$ 703.47

Terms, Conditions, and Scope Limits/Clarifications

Additional Time Requested

N/A

MEI Group

A Moore Excavation Company
 P.O. Box 789 - Fairview, OR 97024
 5501 NE 223rd Ave - Fairview, OR 97024
 Tel: (503) 674-0900 | Fax: (503) 674-0909
 OR CCB#28397 | WA# MOORE1166BR



3/23/2022

COP BREAKDOWN INFO ONLY

ITEM DESCRIPTION: Removed 12 LF of WQ Curb and installed new curb to meet PGE spec

Equipment	Operator Group	Quantity	Unit	Unit Cost	Extension
Exc Case CX145C SR	04	1.5	HR	\$ 75.73	\$ 113.60
Tool/Crew Utility Truck (plus equip)	0	1	HR	\$ 17.04	\$ 17.04
Super Solo 15 - 18 CY	03	1.5	HR	\$ 135.00	\$ 202.50
SELECT EQUIPMENT	0		HR	\$ -	\$ -
SELECT EQUIPMENT	0		HR	\$ -	\$ -
SELECT EQUIPMENT	0		HR	\$ -	\$ -
SELECT EQUIPMENT	0		HR	\$ -	\$ -
SELECT EQUIPMENT	0		HR	\$ -	\$ -
SELECT EQUIPMENT	0		HR	\$ -	\$ -
SELECT EQUIPMENT	0		HR	\$ -	\$ -
SUBTOTAL EQUIPMENT					\$ 333.13

Labor Class Description	Quantity	Unit	Unit Cost	Extension
Base Labor Rates				
Project Superintendent	-	HR	\$ 126.67	\$ -
Project Manager	-	HR	\$ 126.67	\$ -
Project Engineer	-	HR	\$ 79.60	\$ -
Project Foreman	0.50	HR	\$ 80.11	\$ 40.06
Equipment Operator Group 4	1.50	HR	\$ 74.82	\$ 112.23
Equipment Operator Group 5	-	HR	\$ 73.17	\$ -
Laborer Group 1 (General Laborer; TCS)	1.50	HR	\$ 60.88	\$ 91.32
Laborer Group 2 (Pipe Layer; Grade Checker)	-	HR	\$ 62.45	\$ -
Laborer Group 3 (Flagger)	-	HR	\$ 68.00	\$ -
Truck Driver Group 2 (Wtr Truck <5,000 Gallons)	-	HR	\$ 49.28	\$ -
Truck Driver Group 3 (10 CY+ Capacity Trucks)	-	HR	\$ 49.28	\$ -
Overtime Labor Rates				
Project Superintendent	-	HR	\$ 126.67	\$ -
Project Manager	-	HR	\$ 126.67	\$ -
Project Engineer	-	HR	\$ 79.60	\$ -
Project Foreman	-	HR	\$ 134.18	\$ -
Equipment Operator Group 4	-	HR	\$ 112.23	\$ -
Equipment Operator Group 5	-	HR	\$ 109.76	\$ -
Laborer Group 1 (General Laborer; TCS)	-	HR	\$ 91.32	\$ -
Laborer Group 2 (Pipe Layer; Grade Checker)	-	HR	\$ 93.68	\$ -
Laborer Group 3 (Flagger)	-	HR	\$ 97.31	\$ -
Truck Driver Group 2 (Wtr Truck <5,000 Gallons)	-	HR	\$ 73.92	\$ -
Truck Driver Group 3 (10 CY+ Capacity Trucks)	-	HR	\$ 73.92	\$ -
SUBTOTAL LABOR				\$ 243.61

MATERIAL/OTHER	Quantity	Unit	Unit Cost	Extension
Dump Fee	5.00	CY	\$ 10.00	\$ 50.00
SUBTOTAL MATERIAL/OTHER				\$ 50.00

SPECIAL SERVICES	Quantity	Unit	Unit Cost	Extension
			\$ -	\$ -
			\$ -	\$ -
			\$ -	\$ -
			\$ -	\$ -
SUBTOTAL SPECIAL SERVICES				\$ -

SUBCONTRACTOR	Quantity	Unit	Unit Cost	Extension
			\$ -	\$ -
			\$ -	\$ -
			\$ -	\$ -
SUBTOTAL SUBCONTRACTOR				\$ -

SUMMARY

CATEGORY	COST	MARKUP %	MARKUP \$	SUBTOTAL
EQUIPMENT	\$ 333.13	17.00%	\$ 56.63	\$ 389.77
LABOR	\$ 243.61	22.00%	\$ 53.59	\$ 297.20
MATERIAL/OTHER	\$ 50.00	17.00%	\$ 8.50	\$ 58.50
SPECIAL SERVICES	\$ -	17.00%	\$ -	\$ -
SUBCONTRACTOR	\$ -	8.00%	\$ -	\$ -
TOTAL	\$ 626.74		\$ 118.73	\$ 745.47

Additional Bond Premium 1.50%

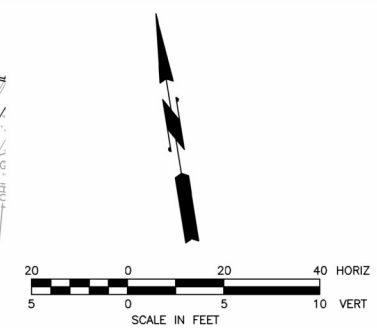
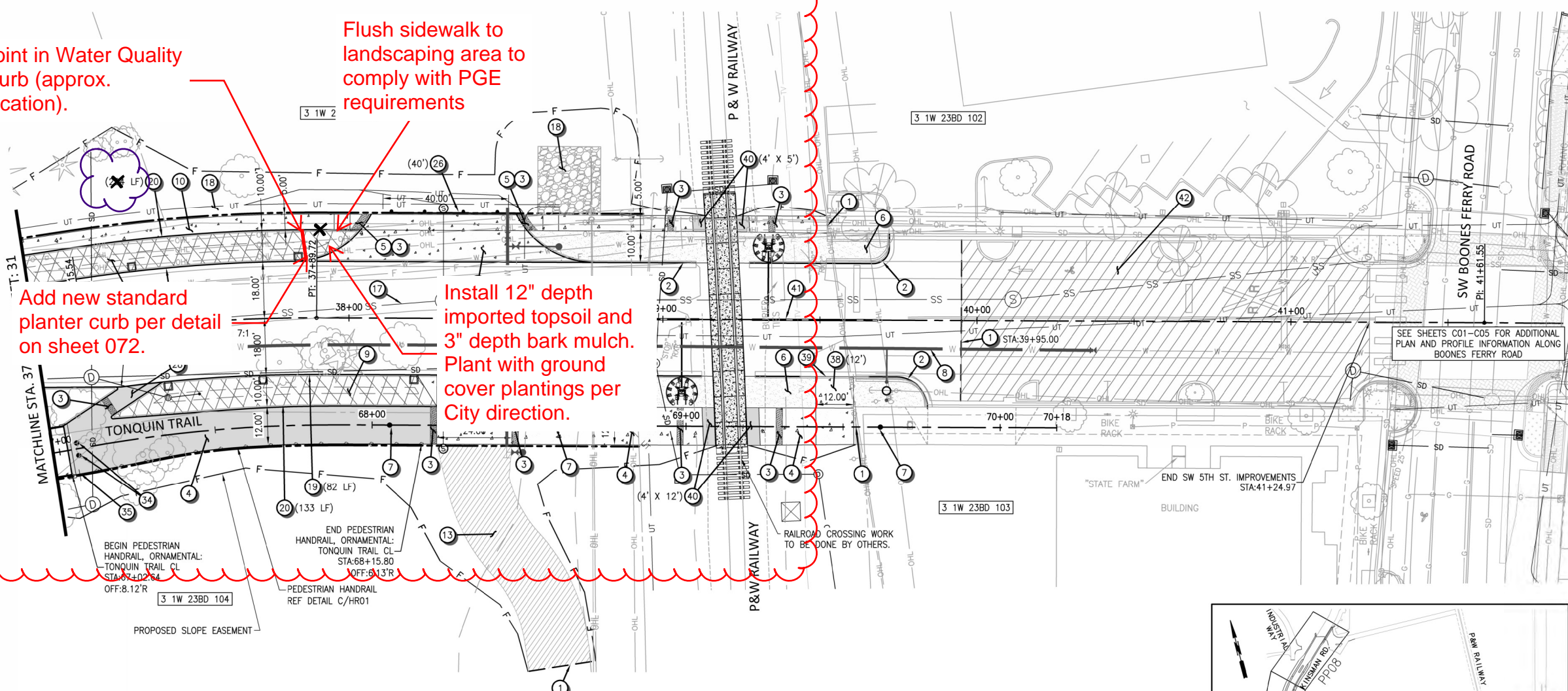
TOTAL AMOUNT **\$ 745.47**

Joint in Water Quality Curb (approx. location).

Flush sidewalk to landscaping area to comply with PGE requirements

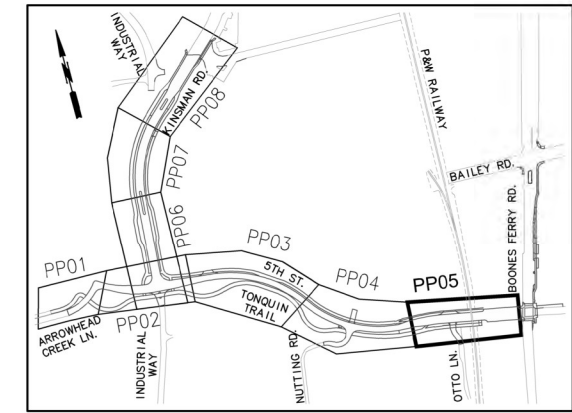
Add new standard planter curb per detail on sheet 072.

Install 12" depth imported topsoil and 3" depth bark mulch. Plant with ground cover plantings per City direction.

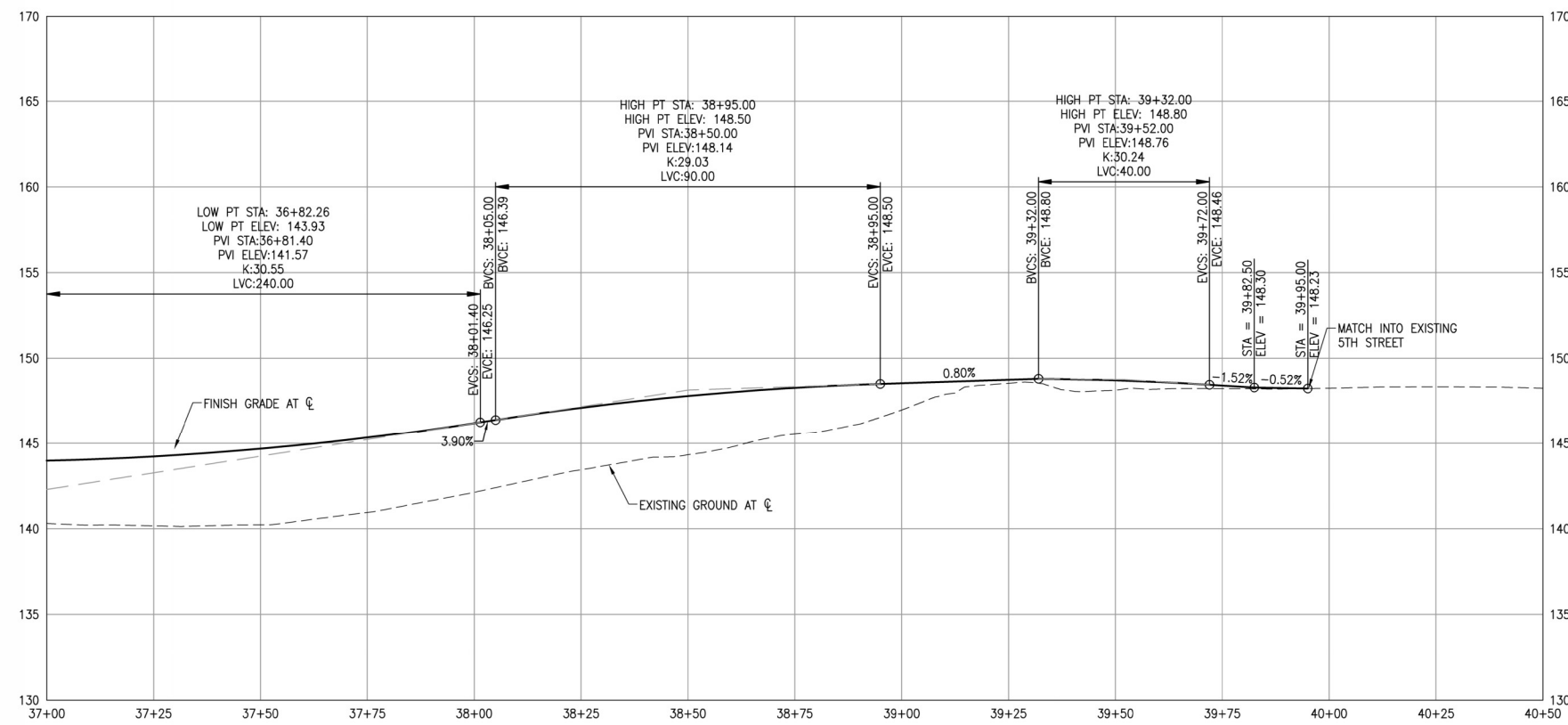


CONSTRUCTION NOTES

- 1 SAWCUT AND MATCH EXISTING ASPHALT, CONCRETE CURB, AND/OR SIDEWALK.
- 2 ASPHALT STREETS CURB & GUTTER. SEE CITY DETAIL RD-1055 ON SHEET 122.
- 3 DETECTABLE WARNING SURFACE. SEE CITY DETAIL RD-1125 ON SHEET 123.
- 4 SHARED USE PATH (TONQUIN TRAIL). SEE TRAIL PLAN AND PROFILE ON SHEETS 37 TO 36.
- 5 DIRECTIONAL ADA RAMPS. SEE DETAILS ON SHEET 41.
- 6 LANDSCAPE AREA SEE SHEETS 133 TO 149 FOR DETAILS.
- 7 REMOVABLE BOLLARD. 15' SETBACK FROM ALL ADA RAMPS OR DRIVEWAYS.
- 8 PROPOSED WATERLINE. SEE SHEETS 51 TO 57 FOR DETAILS.
- 9 PROPOSED STORM SYSTEM. SEE SHEETS 42 TO 50.
- 10 CONCRETE WALKS. SEE CITY DETAIL RD-1075 ON SHEET 122.
- 12 COMMERCIAL DRIVEWAY - TYPE II. WIDTH SHOWN ON PLANS. SEE CITY DETAIL RD-1100 ON SHEET 123.
- 13 ASPHALT DRIVEWAY. SEE SPOT GRADE INFORMATION ON SHEETS 117 TO 121.
- 17 PROPOSED SANITARY SEWER. SEE SHEETS 51 TO 57 FOR DETAILS.
- 18 PROPOSED UTILITIES. SEE SHEETS 59 TO 63 FOR DETAILS.
- 19 MODIFIED CURB AND GUTTER. SEE DETAILS ON SHEETS 72.
- 20 WATER QUALITY CURB. SEE DETAILS ON SHEETS 72.
- 26 STREET BARRICADE (TYPE III). LENGTH SHOWN ON PLANS. SEE CITY DETAIL RD-1220 ON SHEET 125.
- 28 BIKE LANE RAMP. SEE SPOT GRADES ON SHEET 118.
- 34 BOLLARD (NON-REMOVABLE). SEE ODOT STANDARD DETAIL RD130.
- 35 NO MOTOR VEHICLE SIGN. SEE SIGNING AND STRIPING SHEETS FOR LOCATION.
- 37 COMMERCIAL DRIVEWAY - TYPE I. WIDTH SHOWN ON PLANS. SEE CITY DETAIL RD-1095 ON SHEET 123.
- 38 ACCESS DRIVEWAY. SEE SHEET 117 FOR SPOT GRADES AND SHEET 40 FOR SIDEWALK SECTION AND DETAILS.
- 39 ASPHALT STREETS ROLLED CURB AND GUTTER. SEE DETAIL ON SHEET 40.
- 40 ASPHALT WALKS. LEVEL 2, 1/2 IN ACP NOM. THKN-6 IN. 1/2 IN-0 AGGREGATE BASE NOM. THKN. 2 IN TOP COURSE 1 1/2 IN-0 AGGREGATE BASE NOM. THKN. 4 IN BASE COURSE
- 41 CONCRETE TRAFFIC SEPARATOR. STA. 38+51.43 TO 39+11.43 STA. 39+28.46 TO 39+68.46 SEE CITY DETAIL RD-1070 ON SHEET 124
- 42 COLD PLANE PAVEMENT REMOVAL 2 IN. CURB TO CURB



SURVEY MONUMENT NOTE:
INSTALL CENTERLINE SURVEY MONUMENTS IN ACCORDANCE WITH ORS 92.060(2) FOR 5TH STREET AND KINSMAN ROAD. STANDARD MONUMENT BOXES SHALL BE INSTALLED PER CLACKAMAS COUNTY CODE.



REGISTERED PROFESSIONAL ENGINEER
92213PE
Digitally Signed
11-19-2020
OREGON
PHILIP JEFFREY HYAMS
RENEWS: 06-30-2021

City of Wilsonville
Engineering Department
29799 SW Town Center Loop E
Wilsonville, OR 97070
Phone 503-682-4960



Date: 20 NOVEMBER 2020
Scale: AS SHOWN
Designed By: PH/BB
Drawn By: EID
Checked By: S.DREHER

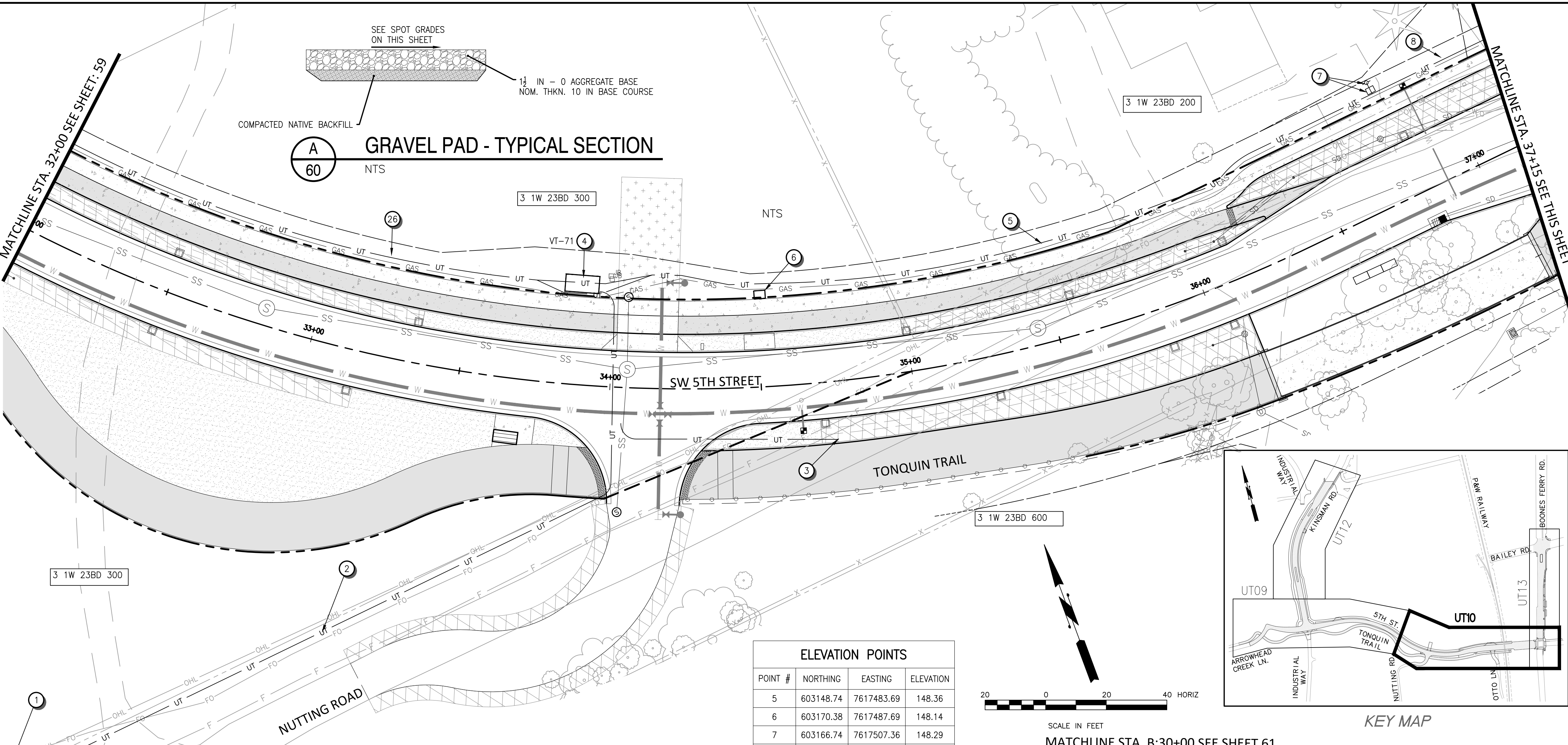
**SW 5TH ST TO SW KINSMAN RD EXTENSION
5TH ST PLAN & PROFILE - ROADWAY
PLAN AND PROFILE**

Otak
Otak, Inc.
700 Washington St., Suite 800
Vancouver, WA 98660
360.737.9613
www.otak.com

CIP # 4196
PROJECT # 2017-02-001
PP05
32 of 213

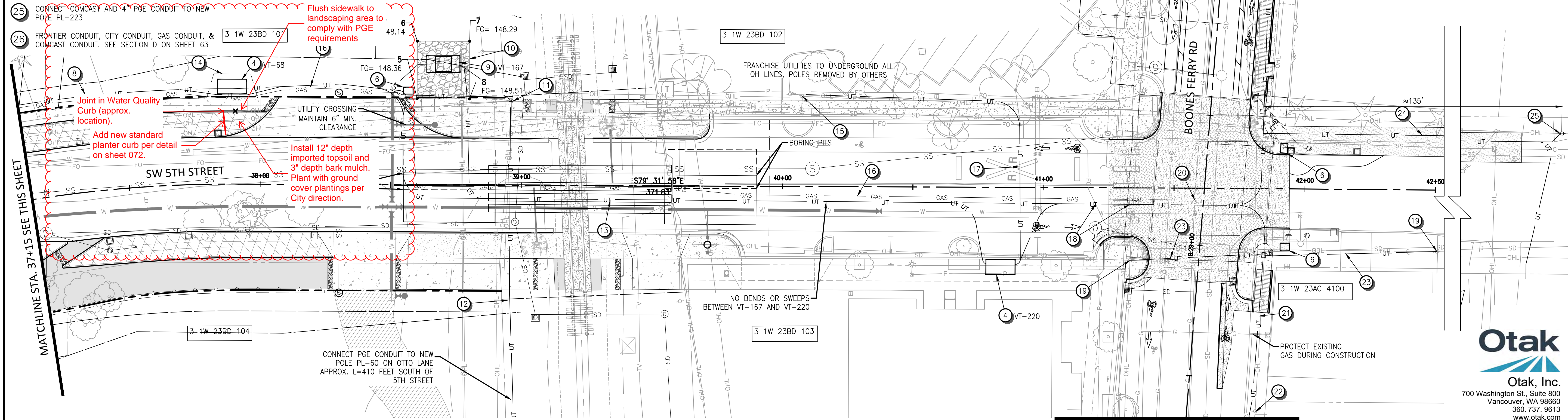
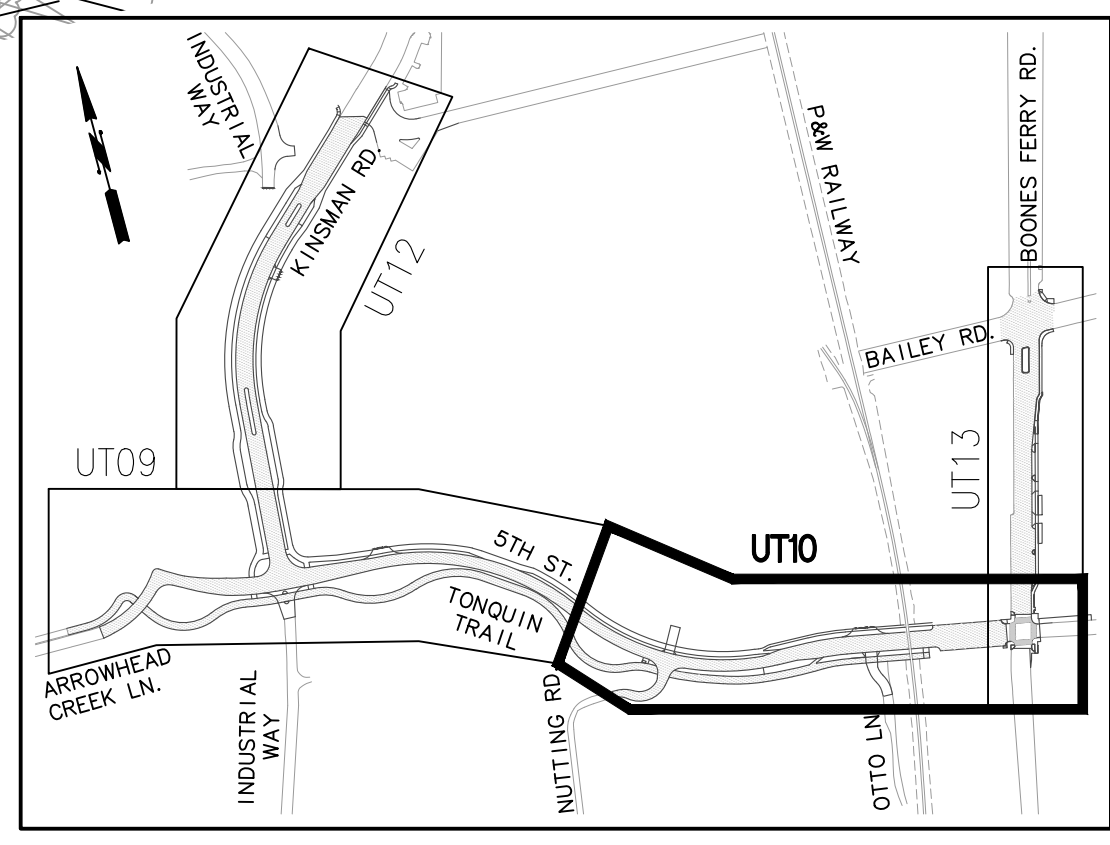
CONSTRUCTION NOTES

- 1 CONNECT PGE & FRONTIER TO NEW POLE PL-1009
- 2 1-4" FRONTIER CONDUIT & 1-4" PGE CONDUIT SEE SECTION E ON SHEET 63
- 3 STUB 2" CONDUIT FOR IRRIGATION SYSTEM
- 4 INSTALL 5106 PGE VAULT PROVIDE FLAT AREA AROUND VAULT WHEN INSTALLED BEHIND SIDEWALK. FRONT: 18" / BACK & SIDES: 24"
- 5 FRONTIER CONDUIT, CITY CONDUIT, PGE CONDUIT, COMCAST CONDUIT & GAS LINE. SEE SECTION B-2 ON SHEET 63
- 6 INSTALL OLD CASTLE PRECAST 233-PGE VAULT. INSTALL CITY PROVIDED TAGS TO CITY VAULTS & NON SLIP LIDS.
- 7 INSTALL TRANSFORMER GRAVEL PAD 48"x56" 3/4" MINUS CRUSHED ROCK, 8" DEPTH. INSTALL 2" CONDUIT TO NEW POLE PL-70 BRACKET LOCATED AT BASE OF POLE
- 8 FRONTIER CONDUIT, CITY CONDUIT, PGE CONDUIT, COMCAST CONDUIT & GAS LINE. SEE SECTION B-1 ON SHEET 63
- 9 INSTALL 612 PGE VAULT
- 10 INSTALL GRAVEL PAD FOR 612 PGE VAULT. SEE THIS SHEET FOR SPOT ELEVATIONS.
- 11 INSTALL 2-6" CONDUIT TO POLE PL-396 TEMPORARY CONNECTION TO 612 PGE VAULT
- 12 1-2" PGE CONDUIT. SEE SECTION E ON SHEET 63
- 13 FRONTIER CONDUIT, CITY CONDUIT, PGE CONDUIT, COMCAST CONDUIT SEE PGE/COMM CASING SECTION ON SHEET 63
- 14 SEE 5106 VAULT - GRADING DETAIL ON SHEET UT13
- 15 CONDUIT WILL NEED TO INTERCEPT IN A SPLICE PIT AND BE RE-FED FROM THE NEW VAULT 5106
- 16 FRONTIER CONDUIT, CITY CONDUIT, PGE CONDUIT, COMCAST CONDUIT & GAS LINE. SEE SECTION A ON SHEET 63
- 17 1-2" & 1-4" PGE CONDUIT. SEE SECTION E ON SHEET 63
- 18 CONNECT FRONTIER TO EXISTING FIBER (2), ABANDON TO NORTH
- 19 CONNECT FRONTIER TO EXISTING POLE BY OTHERS
- 20 CONNECT GAS TO EXISTING MAIN LINE
- 21 FRONTIER CONDUIT, CITY CONDUIT, PGE CONDUIT, & COMCAST CONDUIT. SEE SECTION G ON SHEET 63
- 22 INSTALL 4" PGE CONDUIT FROM 5106 TO POLE PL-2320
- 23 CONNECT FRONTIER AND COMCAST CONDUIT
- 24 1-4" FRONTIER CONDUIT. SEE SECTION E ON SHEET 63
- 25 COMCAST CONDUIT, CITY CONDUIT, PGE CONDUIT & GAS (EXISTING) SEE SECTION C ON SHEET 63
- 26 CONNECT COMCAST AND 4" PGE CONDUIT TO NEW POLE PL-223



ELEVATION POINTS

POINT #	NORTHING	EASTING	ELEVATION
5	603148.74	7617483.69	148.36
6	603170.38	7617487.69	148.14
7	603166.74	7617507.36	148.29
8	603145.11	7617503.36	148.51



REVISIONS

11-04-2021	REVISE PGE LAYOUT
------------	-------------------

REGISTERED PROFESSIONAL ENGINEER
92213PE
OREGON
MAY 09, 2017
PHILLIP JEFFREY HYMUS
RENEWS: 06-30-2023

City of Wilsonville
Engineering Department
29799 SW Town Center Loop E
Wilsonville, OR 97070
Phone 503-682-4960



Date: 20 NOVEMBER 2020
Scale: AS SHOWN
Designed By: PH/BB
Drawn By: EID
Checked By: S.DREHER

**SW 5TH ST TO SW KINSMAN RD EXTENSION
5TH ST - UTILITY TRENCH**

Otak
Otak, Inc.
700 Washington St., Suite 800
Vancouver, WA 98660
360.737.9613
www.otak.com

CIP# 4196
PROJECT# 2017-02-001
UT10
60 of 214

Railroad Utility Crossing Casing Design Modifications

MEI Group

A Moore Excavation Company

P.O. Box 789 - Fairview, OR 97024
 5501 NE 223rd Ave - Fairview, OR 97024
 Tel: (503) 674-0900 | Fax: (503) 674-0909
 OR CCB#28397 | WA# MOOREI166BR



Change Order Proposal (#005)

Project: 5th Street/Kinsman Rd Extension
 Date: November 8, 2021

Item	Description	Qty	Unit	Unit Price	Extension
Description of Change(s)					
Boulders were encountered while installing the 6" gas casing at the design depth of 7' ; This was not called out in the plans or geotech report and is a differing site condition; this COR reflects the standby time as a result, and the costs to upsize the casing to alleviate the boulder issue.					
Pricing					
Reject	Standby time	1.00	LS	\$ 17,118.04	\$ 17,118.04
Reject	Additional Work Upsize 6" Gas Casing to 36"	1.00	LS	\$ 17,824.20	\$ 17,824.20
Approve	CREDIT BI 55 6" Casing 7 FT Depth	1.00	LS	\$ (40,000.00)	\$ (40,000.00)
Approve	BI 57 36" Casing 7 FT Depth	1.00	LS	\$ 80,000.00	\$ 80,000.00
Reject	Bore Sub Additional DeMob and Mob	1.00	LS	\$ 12,800.00	\$ 12,800.00
Approve	City Share Gas Casing Relocation Work				\$20,000.00
	TOTAL				\$ 60,000.00
Terms, Conditions, and Scope Limits/Clarifications					
Additional contract days will be requested starting from the beginning of the delay on 10/18/2021 to the end of the delay when pricing is approved					
approval from railroad received on 11/8					
Additional Time Requested					
22 DAYS					

Note: The City does not agree that the obstructions encountered constitute a differing site condition, but agrees to pay a portion of added work to install a larger casing for the gas line.

MEI Group

A Moore Excavation Company
 P.O. Box 789 - Fairview, OR 97024
 5501 NE 223rd Ave - Fairview, OR 97024
 Tel: (503) 674-0900 | Fax: (503) 674-0909
 OR CCB#28397 | WA# MOORE1668R



11/8/2021

COP BREAKDOWN INFO ONLY

ITEM DESCRIPTION: Remove shoring and backfill bore pit; re-dig pit and replace shoring;

Equipment	Operator Group	Quantity	Unit	Unit Cost	Extension
Tool/Crew Utility Truck (plus equip)	0	25	HR	\$ 17.04	\$ 425.99
Exc Case 470	83	25	HR	\$ 181.24	\$ 4,531.02
Loader Volvo L70G	84	25	HR	\$ 58.05	\$ 1,451.26
SELECT EQUIPMENT	0		HR	\$ -	\$ -
SELECT EQUIPMENT	0		HR	\$ 28.12	\$ -
SELECT EQUIPMENT	0		HR	\$ -	\$ -
SELECT EQUIPMENT	0		HR	\$ -	\$ -
SELECT EQUIPMENT	0		HR	\$ -	\$ -
SELECT EQUIPMENT	0		HR	\$ -	\$ -
SELECT EQUIPMENT	0		HR	\$ -	\$ -
SUBTOTAL EQUIPMENT					\$ 6,408.27

Labor Class Description	Quantity	Unit	Unit Cost	Extension
Base Labor Rates				
Project Superintendent		HR	\$ 126.67	\$ -
Project Manager		HR	\$ 126.67	\$ -
Project Engineer		HR	\$ 79.60	\$ -
Project Foreman		HR	\$ 80.11	\$ -
		HR	\$ -	\$ -
		HR	\$ -	\$ -
Equipment Operator Group 4	42.00	HR	\$ 74.82	\$ 3,142.44
Equipment Operator Group 5		HR	\$ 73.17	\$ -
		HR	\$ -	\$ -
Laborer Group 1 (General Laborer; TCS)	42.00	HR	\$ 60.88	\$ 2,556.96
Laborer Group 2 (Pipe Layer; Grade Checker)		HR	\$ 62.45	\$ -
Laborer Group 3 (Flagger)		HR	\$ 68.00	\$ -
Truck Driver Group 2 (Wtr Truck <5,000 Gallons)		HR	\$ 49.28	\$ -
Truck Driver Group 3 (10 CY+ Capacity Trucks)		HR	\$ 49.28	\$ -
Overtime Labor Rates				
Project Superintendent		HR	\$ 126.67	\$ -
Project Manager		HR	\$ 126.67	\$ -
Project Engineer		HR	\$ 79.60	\$ -
Project Foreman		HR	\$ 134.18	\$ -
		HR	\$ -	\$ -
		HR	\$ -	\$ -
Equipment Operator Group 4	8.00	HR	\$ 112.23	\$ 897.84
Equipment Operator Group 5		HR	\$ 109.76	\$ -
		HR	\$ -	\$ -
Laborer Group 1 (General Laborer; TCS)	8.00	HR	\$ 91.32	\$ 730.56
Laborer Group 2 (Pipe Layer; Grade Checker)		HR	\$ 93.68	\$ -
Laborer Group 3 (Flagger)		HR	\$ 97.31	\$ -
Truck Driver Group 2 (Wtr Truck <5,000 Gallons)		HR	\$ 73.92	\$ -
Truck Driver Group 3 (10 CY+ Capacity Trucks)		HR	\$ 73.92	\$ -
SUBTOTAL LABOR				\$ 7,327.80

MATERIAL/OTHER	Quantity	Unit	Unit Cost	Extension
Shoring	1.00	WK	\$ 2,224.60	\$ 2,224.60
1"-0 Recycle Backfill	80.00	TN	\$ 12.00	\$ 960.00
SUBTOTAL MATERIAL/OTHER				\$ 960.00

SPECIAL SERVICES	Quantity	Unit	Unit Cost	Extension
			\$ -	\$ -
			\$ -	\$ -
			\$ -	\$ -
			\$ -	\$ -
SUBTOTAL SPECIAL SERVICES			\$ -	\$ -

SUBCONTRACTOR	Quantity	Unit	Unit Cost	Extension
			\$ -	\$ -
			\$ -	\$ -
			\$ -	\$ -
			\$ -	\$ -
SUBTOTAL SUBCONTRACTOR			\$ -	\$ -

SUMMARY				
CATEGORY	COST	MARKUP %	MARKUP \$	SUBTOTAL
EQUIPMENT	\$ 6,408.27	17.00%	\$ 1,089.41	\$ 7,497.67
LABOR	\$ 7,327.80	22.00%	\$ 1,612.12	\$ 8,939.92
MATERIAL/OTHER	\$ 960.00	17.00%	\$ 163.20	\$ 1,123.20
SPECIAL SERVICES	\$ -	17.00%	\$ -	\$ -
SUBCONTRACTOR	\$ -	8.00%	\$ -	\$ -
TOTAL	\$ 14,696.07		\$ 2,864.72	\$ 17,560.79

Additional Bond Premium \$ 17,560.79 \$ 263.41

TOTAL AMOUNT

Project Details							
From	The Tunneling Company USA, LLC	Job No.	TUS-Q21102	RCO No.	001	Rev	0
RCO Title	Wilsonville October Stand-By Charges			Date	October 21, 2021		
Owner	Moore Excavation Inc.	Attention	Paul Golden and Chris Philipson				
Description Of Requested Change Details©							
Required by: October 31, 2021							
Change Description							
<p>RCO consists of accumulated standby time for the month of October. First 36" Crossing was completed at 17 feet on September 30th. October 1st was to be the one-day period to dig the new pit, however the pit had taken until October 6th to be completed before the second installation could begin. In discussions over email it was noted that we could allow up to three working days for installation of the pit, therefore we are only charging for a partial day on Wednesday October 6th.</p> <p>Second instance was October 11th where there was stoppage of work due to proximity to a utility line which needed to be pot-holed to make sure the casing did not damage/contact the critical infrastructure.</p> <p>Third instance due to significant obstructions in 6" casing on October 18th preventing successful installation of the line resulting in stoppage of work until the City can advise on appropriate action. This is anticipated to be a pass-through charge to the City due to ground conditions.</p>							
Change Costs:							
Standby charges in accordance with SPO Scope of work specific clarifications #12.							
October 6th – Remaining time to dig and grade entry pit by MEI – 5 hours x \$850 per hr = \$4,250							
October 11th – Standby time required as MEI plot hole utility lines to make sure casing doesn't contact lines. – 2.5 hours X \$850 per hr = \$2,125							
October 18 th – Waiting on direction for upsizing casing due to large obstructions – 4 hours x \$850 = 3,400							
October 19 th – Waiting on direction from city for upsizing casing – 8 hours x \$850 = 6,800							
\$10,200							
Total Standby time from October 4th to 19th 19.5 hours x \$850 = \$16,575							
Extent of costs-to-date pending and TBD. Please see attached for schedule and supporting documentation.							
See attached appendix for individual calculations.							

Note: All costs are estimated
 10% surcharge will be added to third party charges at time of invoice
 All applicable taxes will be added at time of invoice

Impact Details

Reason for Change :
 Delays due to circumstances beyond subcontractor's control.

Additional Information

Click here to enter text.

Reference Or Attachments

Attach	Refer	Document No	Rev	Description
<input type="checkbox"/>	<input type="checkbox"/>	RCO-001 r0 TUSQ251102 Wilsonville		Schedule of Standby charges by date.
<input type="checkbox"/>	<input type="checkbox"/>	TUS 821102 Site docs Oct 1 to Oct 19 2021		Signed off site docs indicating client standby with descriptions.
<input type="checkbox"/>	<input type="checkbox"/>			

Response

Client Use: [Click here to enter text.]

Approval Details©

Submitted by (Originator)

Print Name: Dane Bergman
 Print Title: General Manager
 Date: October-22-2021

Signature: 

Client Use:

Change Authorized: Yes
 Print Name: [Click here to enter text.]
 Print Title: [Click here to enter text.]
 Date: [Click here to enter a date.]
 Signature:

X _____



ON RENT REPORT

Report Date: 10/27/2021 04:51 PM

Date Out	Contract	Job Name	Job Number	Job Location	P.O. No.	Equipment No.	Equipment Description	Status	Day Rate	Week Rate	Month Rate	Next Bill	Est. Return	QTY	Insur. Value	Ordered By
09/13/21	8992042	5TH ST & KIN SMAN EXT		SW BOONES FERRY RD & SW 5TH ST WILSONVIL	4627-354R	200906	STEEL-10'x12' TRENCH BOX 4" DW	Active	286.20	677.70	1605.60	11/08/21	09/27/21	1.00	12279.91	CAMERON
09/13/21	8992042	5TH ST & KIN SMAN EXT		SW BOONES FERRY RD & SW 5TH ST WILSONVIL	4627-354R	200922	STEEL-8'x12' TRENCH BOX 4" DW	Active	234.00	553.50	1312.20	11/08/21	09/27/21	1.00	10266.40	CAMERON
09/13/21	8992042	5TH ST & KIN SMAN EXT		SW BOONES FERRY RD & SW 5TH ST WILSONVIL	4627-354R	9021506	STEEL-CORNER CONNECTOR 7"	Active	34.20	79.20	175.50	11/08/21	09/27/21	4.00	0	CAMERON
09/13/21	8992042	5TH ST & KIN SMAN EXT		SW BOONES FERRY RD & SW 5TH ST WILSONVIL	4627-354R	200854	STEEL-ARCH-5' HC	Active	114.30	278.10	645.30	11/08/21	09/27/21	1.00	0	CAMERON
09/13/21	8992042	5TH ST & KIN SMAN EXT		SW BOONES FERRY RD & SW 5TH ST WILSONVIL	4627-354R	200856	STEEL-ARCH-5' HC	Active	114.30	278.10	645.30	11/08/21	09/27/21	1.00	0	CAMERON
09/13/21	8992042	5TH ST & KIN SMAN EXT		SW BOONES FERRY RD & SW 5TH ST WILSONVIL	4627-354R	9022730	STEEL-STACKING PINS (SET OF 4)	Active	0	0	0	11/08/21	09/27/21	2.00	0	CAMERON
09/13/21	8992042	5TH ST & KIN SMAN EXT		SW BOONES FERRY RD & SW 5TH ST WILSONVIL	4627-354R	9032393	STEEL-ARCH-SPREADER BAR-6'-7'	Active	25.20	60.30	145.80	11/08/21	09/27/21	2.00	0	CAMERON

\$2,224.60/Wk Total

From: [Paul Golden](#)
To: [Weigel, Zach](#)
Subject: RE: 5th to Kinsman Outstanding Items
Date: Thursday, March 3, 2022 1:44:55 PM
Attachments: [image017.png](#)
[image018.png](#)
[image019.png](#)
[image020.png](#)
[image021.png](#)
[image022.png](#)
[image023.png](#)
[image024.png](#)
[image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)

[This email originated outside of the City of Wilsonville]

Zach,

I agree with this proposal.

I just hope that my subcontractor's math is correct.

Thank you,

Paul Golden
Senior Project Manager
Email: paul.golden@themeigroup.com
Cell: 503-849-5804 | Ph: 503-674-0900
PO Box 789, Fairview, OR 97024
www.themeigroup.com



From: Weigel, Zach [mailto:weigel@ci.wilsonville.or.us]
Sent: Wednesday, March 2, 2022 3:50 PM
To: Paul Golden <Paul.Golden@themeigroup.com>
Subject: RE: 5th to Kinsman Outstanding Items

Paul,

The last total from Legacy on Bid Item 100 was 115,200 lbs of reinforcement. See attached email. If we go with this new total quantity of reinforcement of 188,200 at a credit of \$0.24 per pound, that totals a credit of \$45,168, which is roughly the same credit as what you came up with.

Do you agree with this? Give me a call if you want to discuss.

Thanks,

Zachary J. Weigel, PE
City Engineer
City of Wilsonville

503.570.1565
weigel@ci.wilsonville.or.us
www.ci.wilsonville.or.us
[Facebook.com/CityofWilsonville](https://www.facebook.com/CityofWilsonville)



29799 SW Town Center Loop East, Wilsonville, OR 97070

Disclosure Notice: Messages to and from this e-mail address may be subject to the Oregon Public Records Law.

From: Paul Golden <Paul.Golden@themeigroup.com>
Sent: Wednesday, March 2, 2022 3:30 PM
To: Weigel, Zach <weigel@ci.wilsonville.or.us>
Subject: RE: 5th to Kinsman Outstanding Items

[This email originated outside of the City of Wilsonville]

Zach,

Please see the revised proposal below:

You can also let the City Council know that you received a \$29,575 savings for the Embankment in Place (Material Onsite by Others) bid item and currently tracking a \$190,000 savings on Rock Excavation bid item.

Thank you,

Paul Golden
Senior Project Manager
Email: paul.golden@themeigroup.com
Cell: 503-849-5804 | Ph: 503-674-0900



From: Paul Golden
Sent: Monday, February 14, 2022 1:20 PM
To: Weigel, Zach <weigel@ci.wilsonville.or.us>
Subject: 5th to Kinsman Outstanding Items

Zach,

As we discussed last week I would like to propose a credit for the over-run quantity of the bridge concrete reinforcing of \$0.25 per pound. That is an approximate credit of \$36,000.

-

Please see revised reinforcing credit tabulation:

	Bid Item Total	Rev. Bid Item Total	Over Run
Bid Item 100	32559	128000	95441
Bid Item 88	23304	73000	49696
	Totals	201000	145137
		Revised Proposed Credit	Previous Proposed Credit
		Rev. Bid Item Totals x \$0.22	Over Run Only Diff x \$0.25
		\$44,220.00	\$36,284.25

I would like to resolve a couple of other outstanding items that we have been discussing as a condition of the above proposed credit.

1. RR Crossing unforeseen change request. The City will accept the last settlement offer of paying the difference between the 6" casing and the 36" casing for the Gas casing (\$40,000) as well as paying 0.5 of the 6" bid item for all other extra work claimed (\$20,000).
2. Water Quality Curb reinforcing credit. The City will accept the last credit amount of \$7,000.00.

I think that this solves a few items that both of us would like to put behind us. Please let me know if this works for you. We will be installing the curb in the next couple of weeks and hopefully we can get this done before we start.

Thank you,

Paul Golden

Senior Project Manager

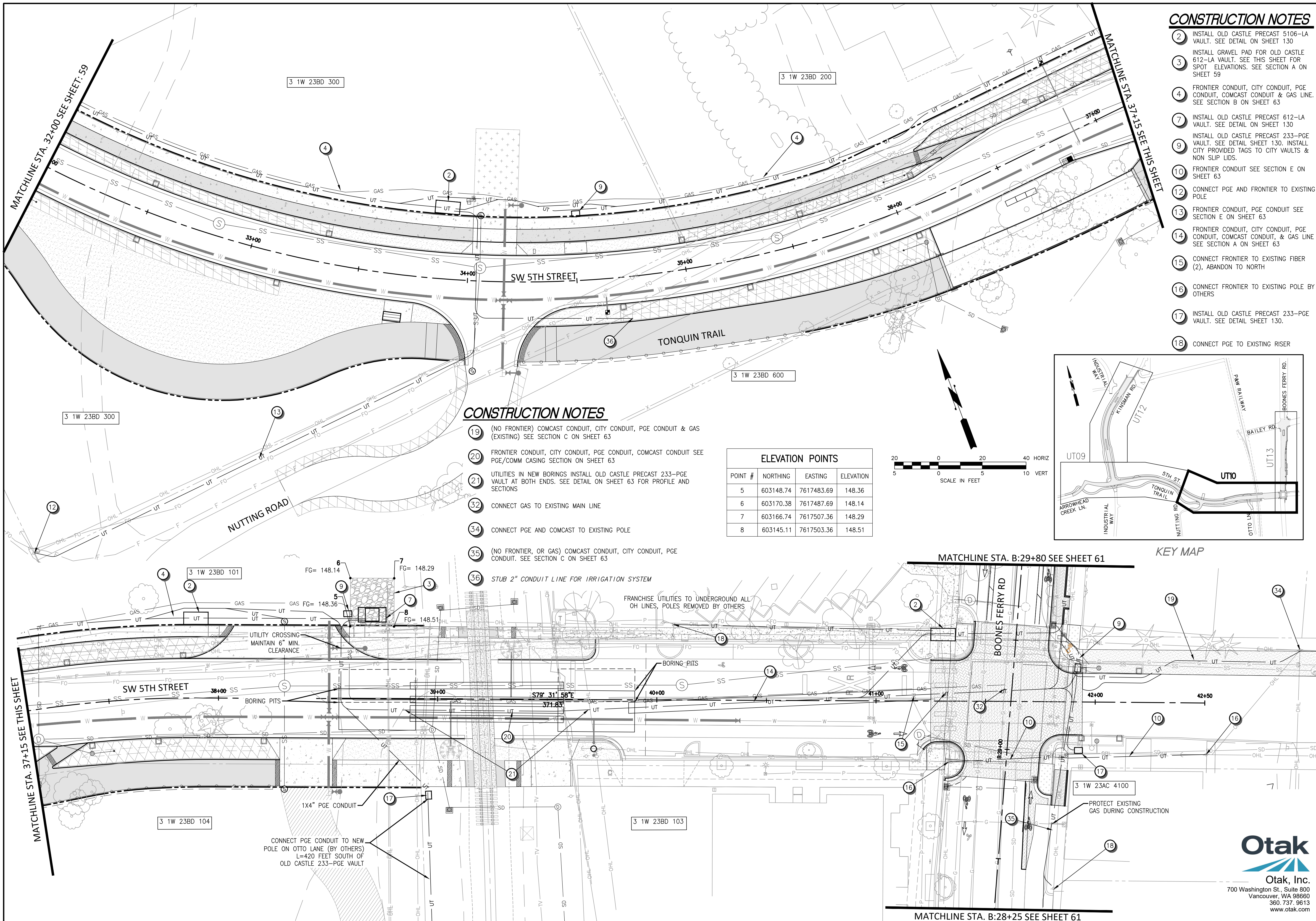
Email: paul.golden@themeigroup.com

Cell: 503-849-5804 | Ph: 503-674-0900

PO Box 789, Fairview, OR 97024

www.themeigroup.com





CONSTRUCTION NOTES

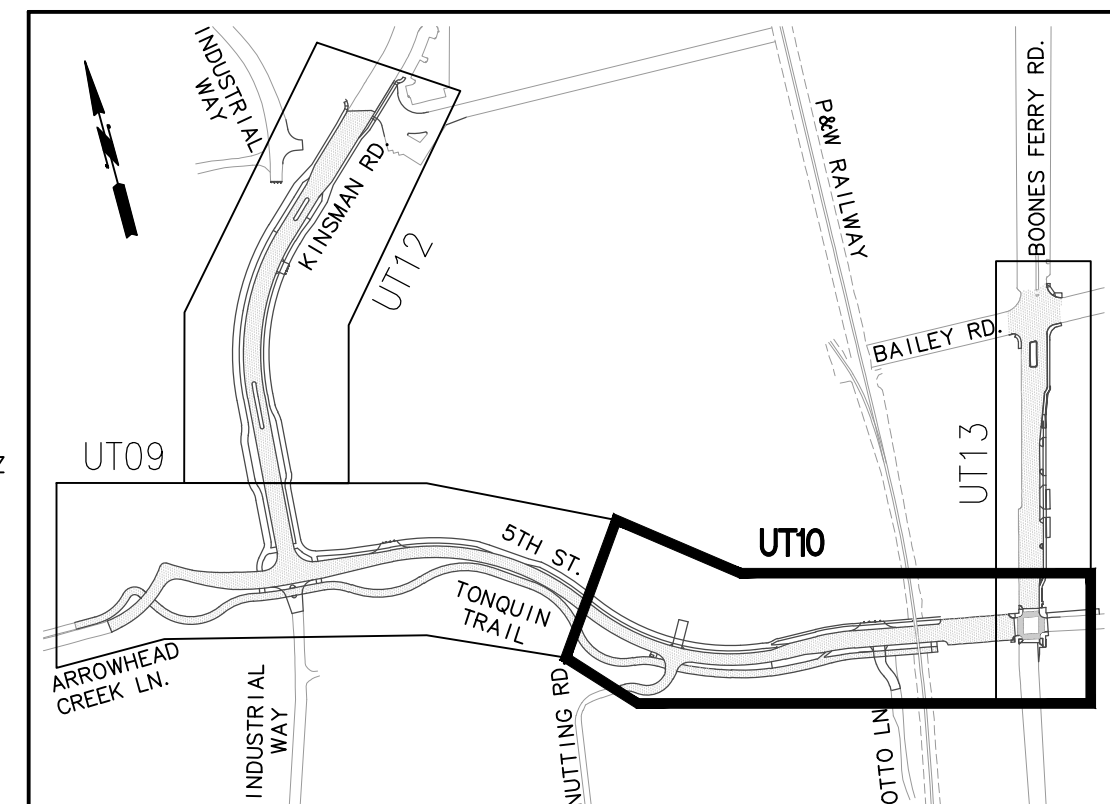
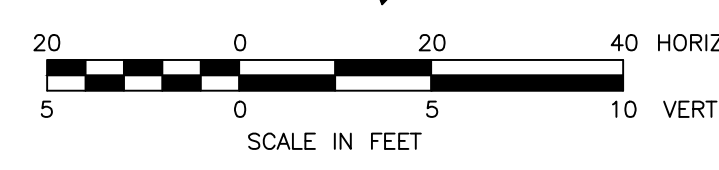
- 2 INSTALL OLD CASTLE PRECAST 5106-LA VAULT. SEE DETAIL ON SHEET 130
- 3 INSTALL GRAVEL PAD FOR OLD CASTLE 612-LA VAULT. SEE THIS SHEET FOR SPOT ELEVATIONS. SEE SECTION A ON SHEET 59
- 4 FRONTIER CONDUIT, CITY CONDUIT, PGE CONDUIT, COMCAST CONDUIT & GAS LINE. SEE SECTION B ON SHEET 63
- 7 INSTALL OLD CASTLE PRECAST 612-LA VAULT. SEE DETAIL ON SHEET 130
- 9 INSTALL OLD CASTLE PRECAST 233-PGE VAULT. SEE DETAIL SHEET 130. INSTALL CITY PROVIDED TAGS TO CITY VAULTS & NON SLIP LIDS.
- 10 FRONTIER CONDUIT SEE SECTION E ON SHEET 63
- 12 CONNECT PGE AND FRONTIER TO EXISTING POLE
- 13 FRONTIER CONDUIT, PGE CONDUIT SEE SECTION E ON SHEET 63
- 14 FRONTIER CONDUIT, CITY CONDUIT, PGE CONDUIT, COMCAST CONDUIT, & GAS LINE SEE SECTION A ON SHEET 63
- 15 CONNECT FRONTIER TO EXISTING FIBER (2), ABANDON TO NORTH
- 16 CONNECT FRONTIER TO EXISTING POLE BY OTHERS
- 17 INSTALL OLD CASTLE PRECAST 233-PGE VAULT. SEE DETAIL SHEET 130.
- 18 CONNECT PGE TO EXISTING RISER

CONSTRUCTION NOTES

- 19 (NO FRONTIER) COMCAST CONDUIT, CITY CONDUIT, PGE CONDUIT & GAS (EXISTING) SEE SECTION C ON SHEET 63
- 20 FRONTIER CONDUIT, CITY CONDUIT, PGE CONDUIT, COMCAST CONDUIT SEE PGE/COMM CASING SECTION ON SHEET 63
- 21 UTILITIES IN NEW BORINGS INSTALL OLD CASTLE PRECAST 233-PGE VAULT AT BOTH ENDS. SEE DETAIL ON SHEET 63 FOR PROFILE AND SECTIONS
- 32 CONNECT GAS TO EXISTING MAIN LINE
- 34 CONNECT PGE AND COMCAST TO EXISTING POLE
- 35 (NO FRONTIER, OR GAS) COMCAST CONDUIT, CITY CONDUIT, PGE CONDUIT. SEE SECTION C ON SHEET 63
- 36 STUB 2" CONDUIT LINE FOR IRRIGATION SYSTEM

ELEVATION POINTS

POINT #	NORTHING	EASTING	ELEVATION
5	603148.74	7617483.69	148.36
6	603170.38	7617487.69	148.14
7	603166.74	7617507.36	148.29
8	603145.11	7617503.36	148.51



REVISIONS

NO.	DESCRIPTION

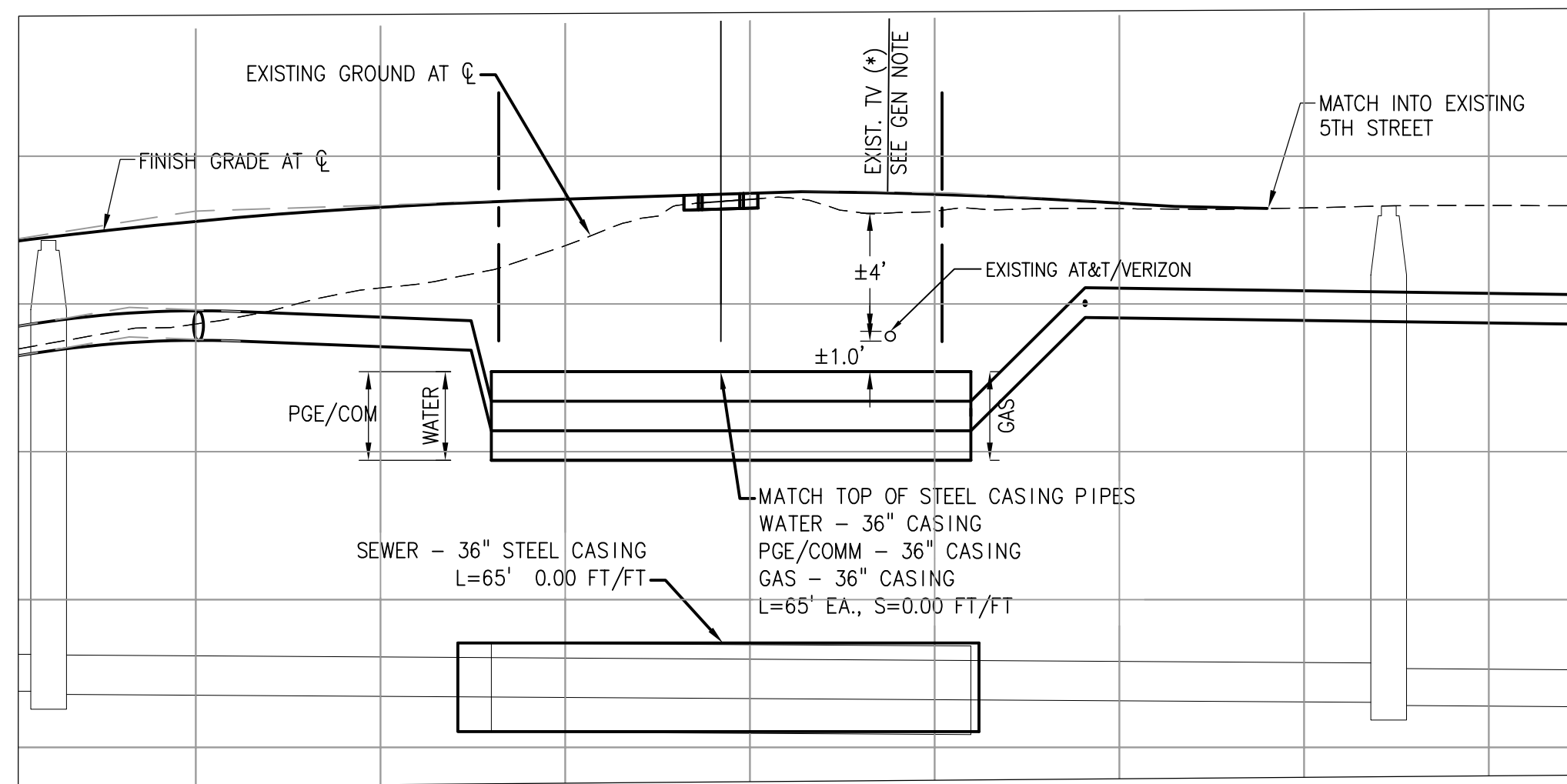
City of Wilsonville
 Engineering Department
 29799 SW Town Center Loop E
 Wilsonville, OR 97070
 Phone 503-682-4960

Date: 20 NOVEMBER 2020
 Scale: AS SHOWN
 Designed By: PH/BB
 Drawn By: EID
 Checked By: S.DREHER

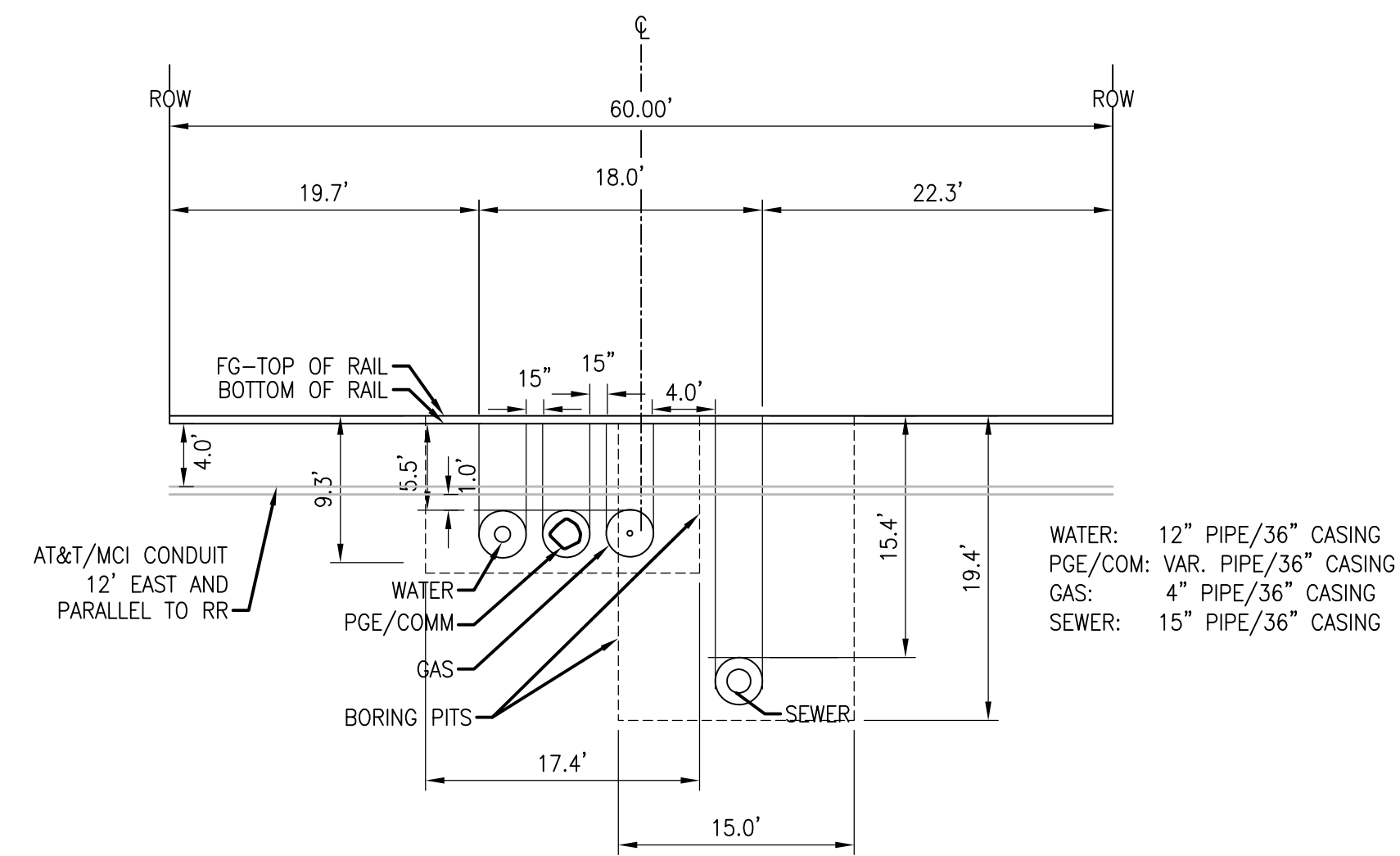
**SW 5TH ST TO SW KINSMAN RD EXTENSION
 5TH ST - UTILITY TRENCH**

CIP # 4196
 PROJECT # 2017-02-001
 UT10
 60 of 213

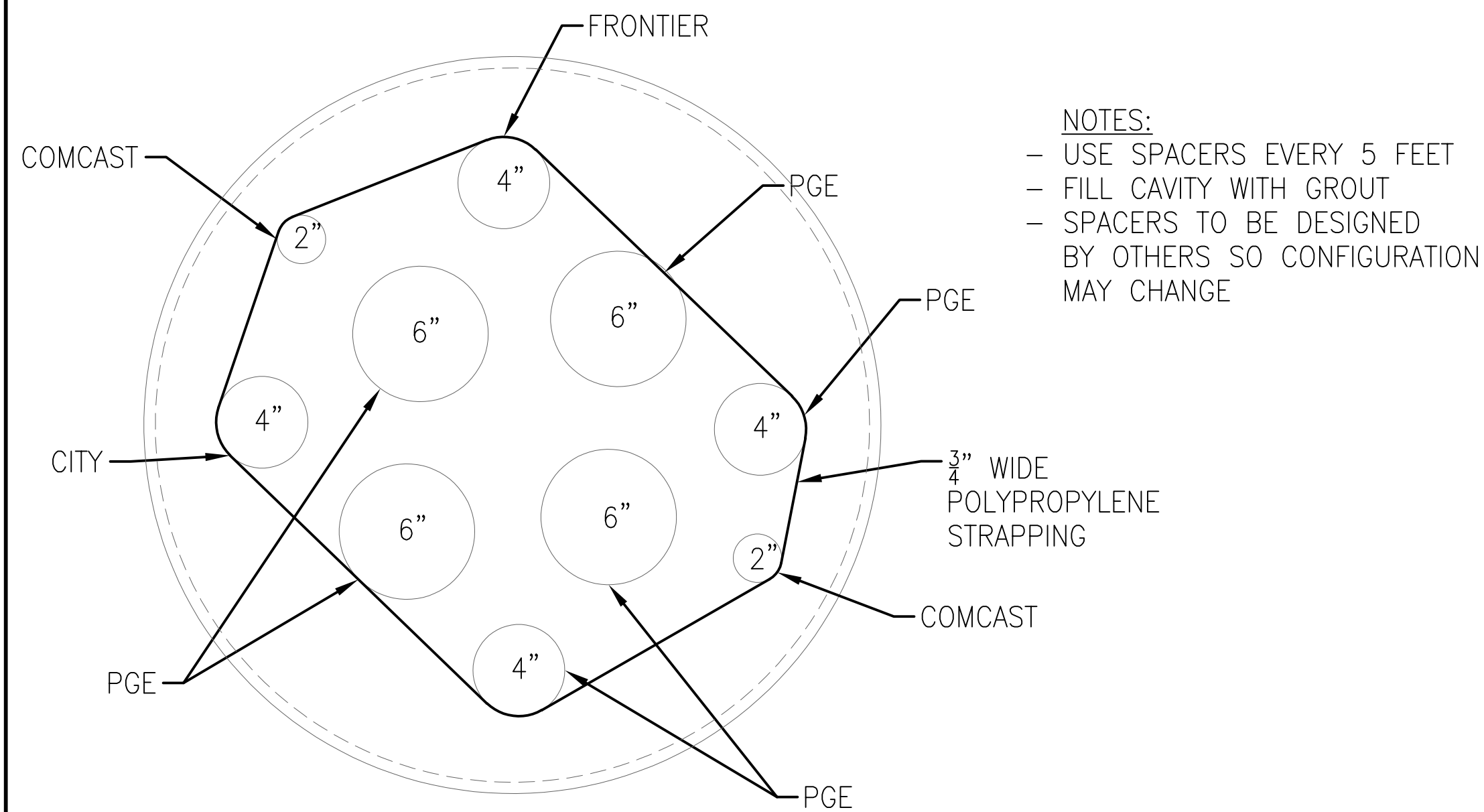
Otak
 Otak, Inc.
 700 Washington St., Suite 800
 Vancouver, WA 98660
 360.737.9613
 www.otak.com



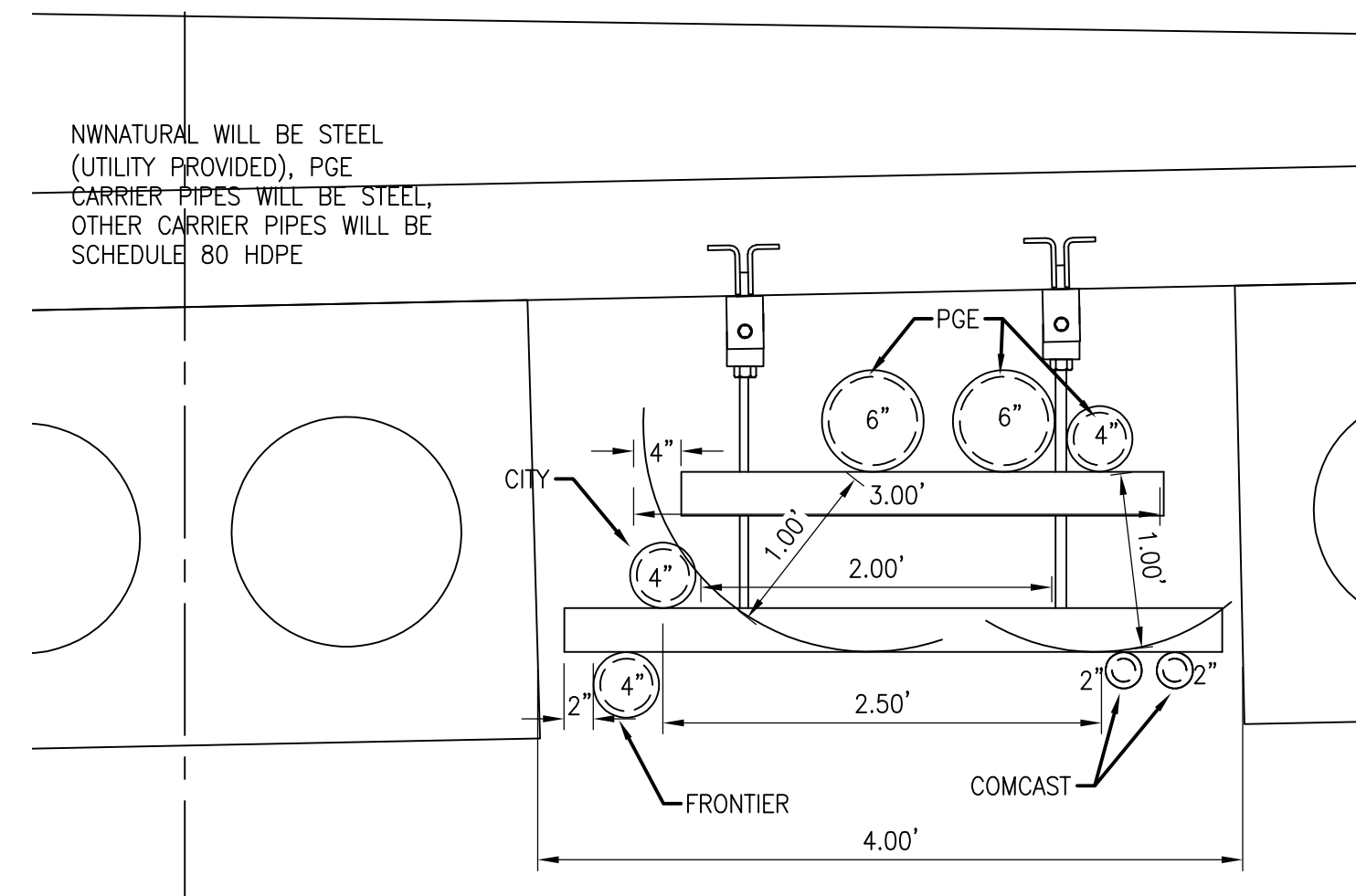
1 BORING PROFILE
6.3 1" = 10'



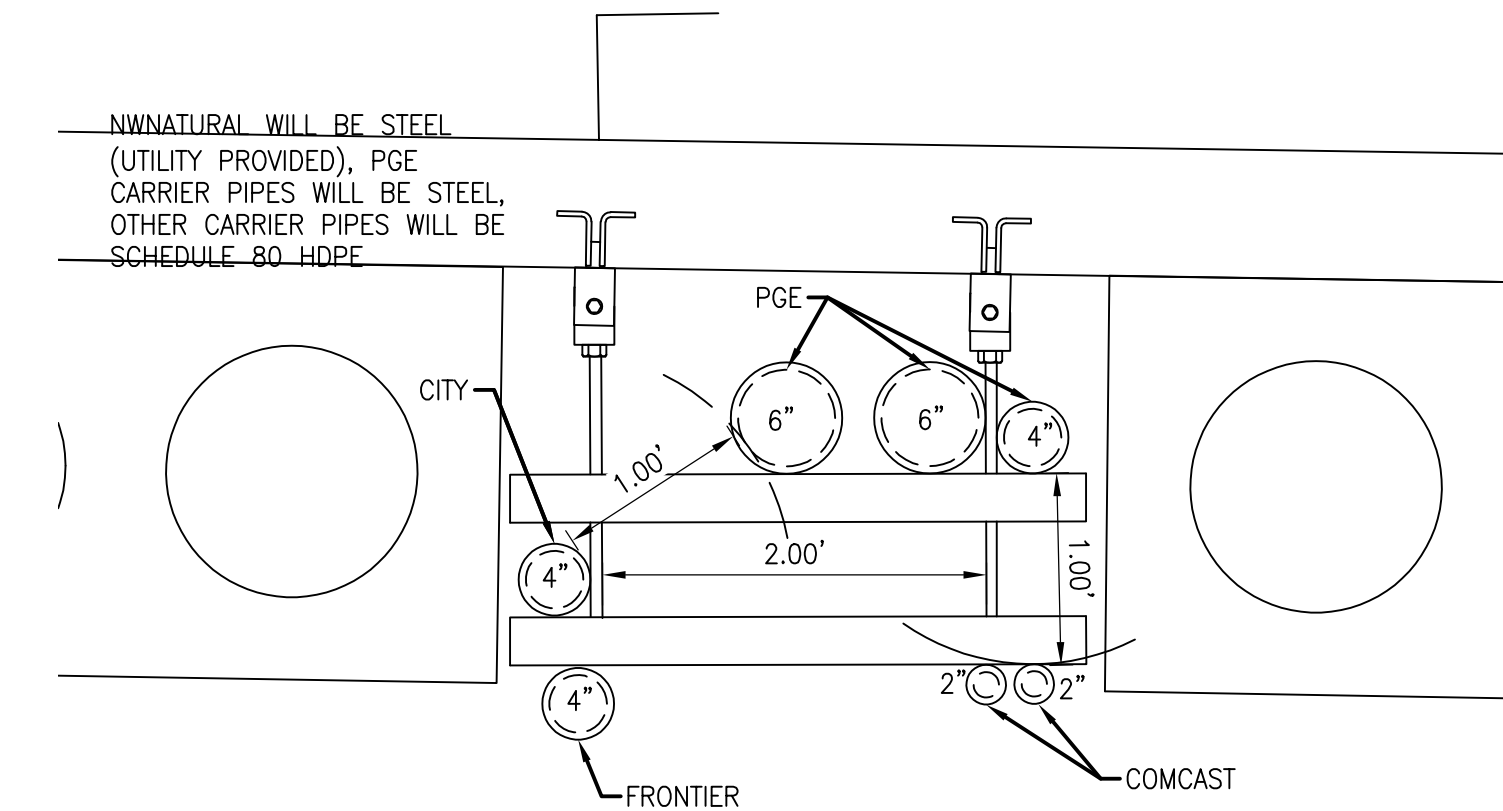
2 BORING SECTION
6.3 1" = 10'



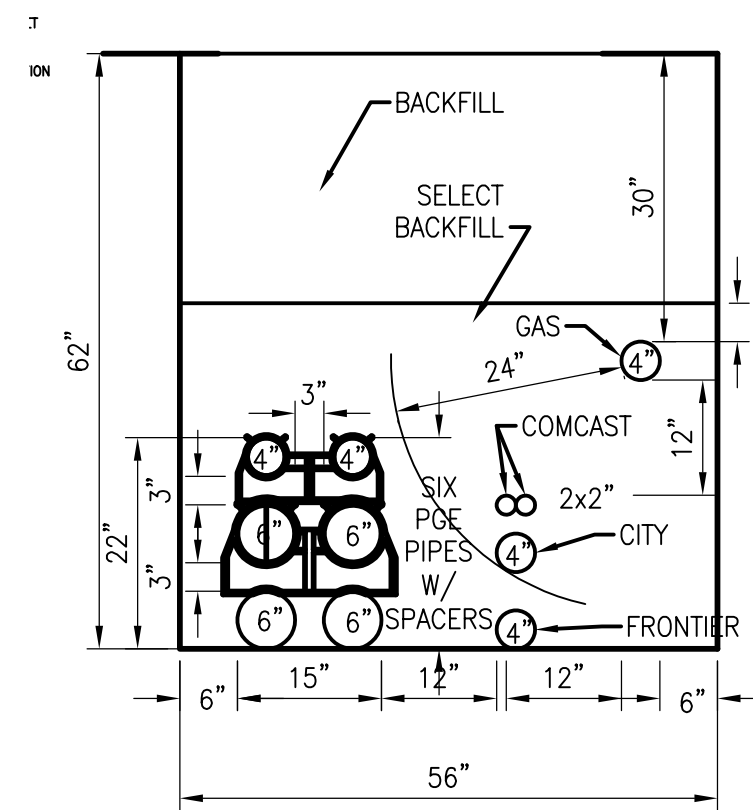
5 PGE/COMM CASING SECTION
6.3 1" = 10'



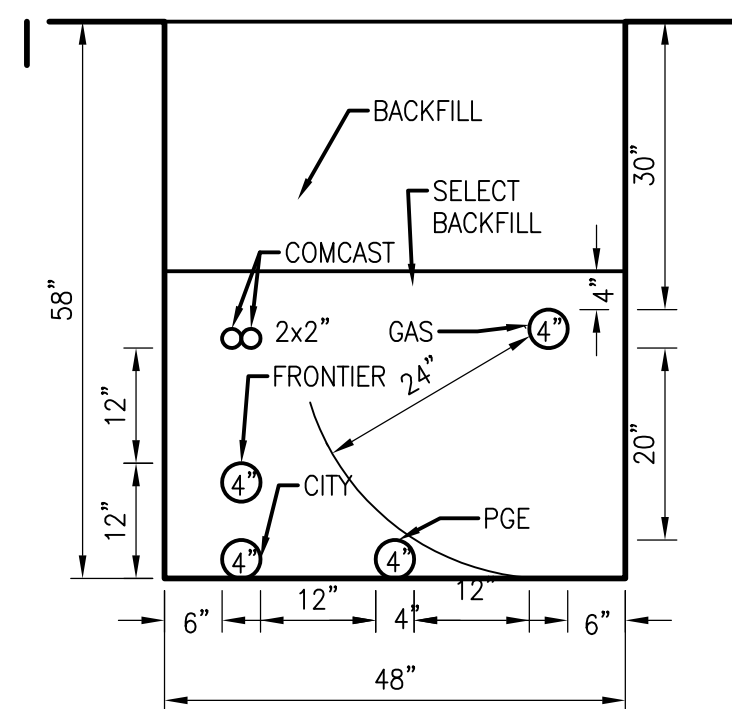
3 5TH ST BRIDGE SECTION
6.3 1" = 1'



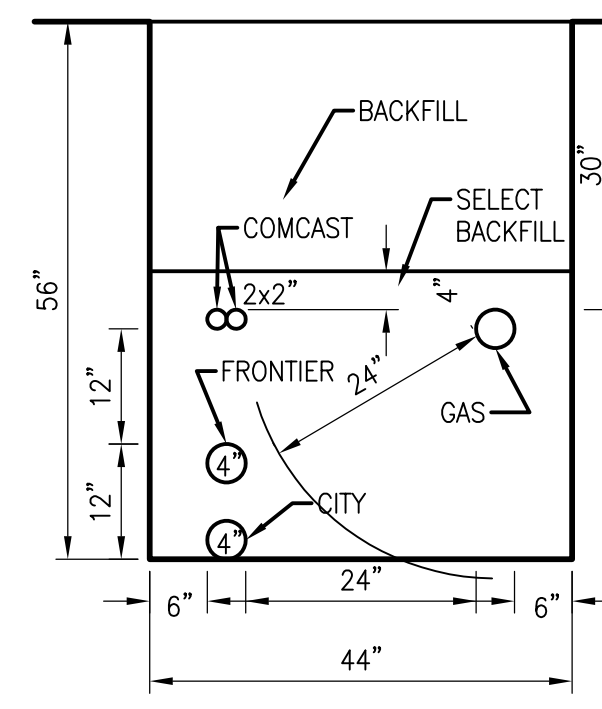
4 KINSMAN RD BRIDGE SECTION
6.3 1" = 1'



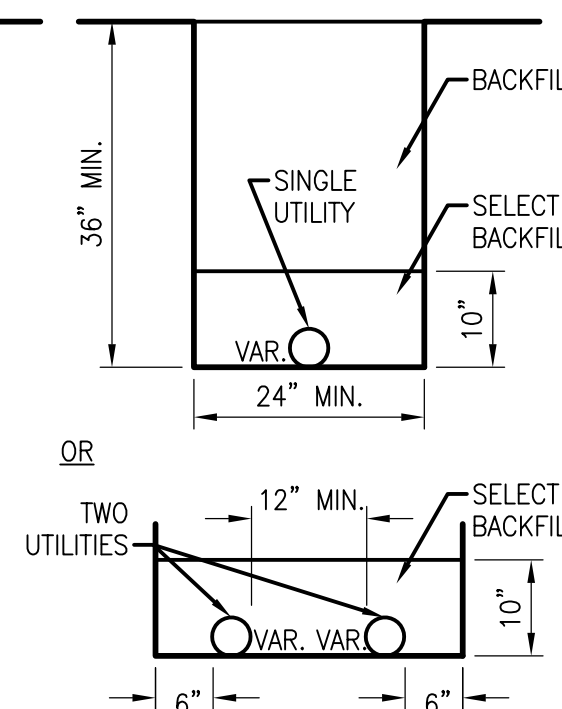
SECTION A
SECTION B HAS ONE LESS 4" PGE CONDUIT



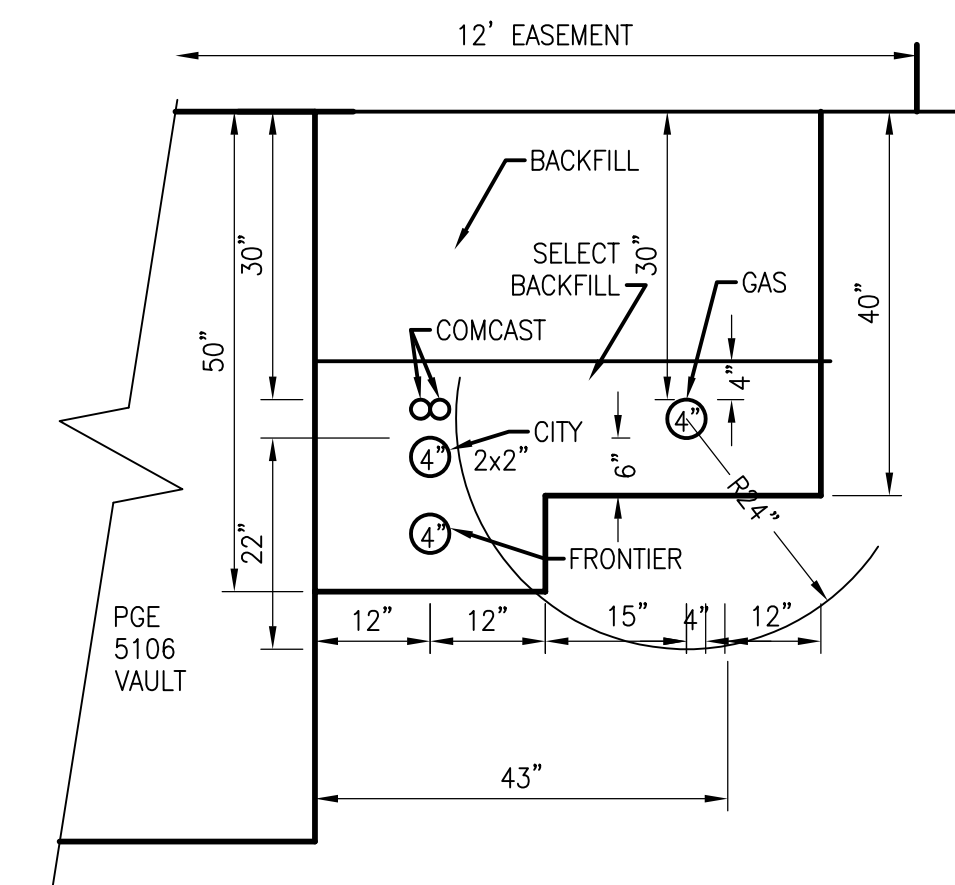
SECTION C



SECTION D



SECTION E



SECTION F

6 PGE/COMM TRENCH SECTIONS
6.3 1" = 20'

REVISIONS

City of Wilsonville
Engineering Department
29799 SW Town Center Loop E
Wilsonville, OR 97070
Phone 503-682-4960



Date: 20 NOVEMBER 2020
Scale: AS SHOWN
Designed By: PH/BB
Drawn By: EID
Checked By: S.DREHER

SW 5TH ST TO SW KINSMAN RD EXTENSION
UTILITY BORING AND TRENCH DETAILS

Otak
Otak, Inc.
700 Washington St., Suite 800
Vancouver, WA 98660
360.737.9613
www.otak.com

CIP # 4196
PROJECT # 2017-02-001
UT13
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Bridge Fiber Reinforcement

MEI Group

A Moore Excavation Company

P.O. Box 789 - Fairview, OR 97024
 5501 NE 223rd Ave - Fairview, OR 97024
 Tel: (503) 674-0900 | Fax: (503) 674-0909
 OR CCB#28397 | WA# MOOREI166BR



Change Order Proposal (#007)

Project: 5th Street/Kinsman Rd Extension
 Date: January 18, 2022

Description of Change(s)					
Added Fiber At All Bridge Decks and Impact Panels - Not Called Out In Spec					
Item	Description	Qty	Unit	Unit Price	Extension
	5th St Bridge Deck	101.00	YD	\$ 51.48	\$ 5,199.48
	5th St Bridge Impact Panels	71.00	YD	\$ 51.48	\$ 3,655.08
	Kinsman Bridge Deck	107.00	YD	\$ 51.48	\$ 5,508.36
	Kinsman Impact Panels	121.00	YD	\$ 51.48	\$ 6,229.08
	SUB TOTAL				\$ 20,592.00
	8% Sub Markup				\$ 1,647.36
	FINAL TOTAL				\$ 22,239.36
Terms, Conditions, and Scope Limits/Clarifications					
Additional Time Requested					
N/A					

Wilsonville Concrete Products



Wilsonville (503) 682-2525
January 13, 2022

Salem (503) 588-1800
Quote # 22016

Company: Legacy Contracting

Project: 5th Street and Kinsman Rd Extension

Yardage: 200

$4400 \times 1.17 = 5148$

Product pricing for this project is as follows:

Product Code	Item Description	UOM	Price
	FHSD4532A4679 - HPC 4500 - 1.5" Agg. 6" Slump, With Air, With Fiber	CY	\$275.00
	HSD4532A4679 - HPC 4500, 1.5" Agg. 6" Slump, With Air, Non Fiber	CY	\$231.00
Fee	Zone 1	CY	\$0.00
Fee	Fuel Surcharge	Per Truck	\$10.00
Fee	No Concrete Washout Area	Per Truck	\$250.00
Fee	Oregon Gross Receipts	All Sales	0.0057%
Admixture			
All line item additives (fibers, ice, hot water, and special admixtures) added to standard mix designs will be purchased separately.			
MRWR (Per 1" Slump)	\$3.50 Per Yard	Non - Chloride	\$7.00 Per 1%
		Non - Chloride	\$14.00 Per 2%
Mono Fiber @ 0.5 lbs.	\$9.00 Per Yard	Hot Water	\$8.00 Per Yard
Fibrillated Fiber @ 1.5 lbs.	\$11.00 Per Yard		
Small Load Charges		Miscellaneous Charges	
Minimum Charge	\$700.00 Per Load	Late Delivery (After 4:00 PM)	\$125.00 Per Load
		Dye Clean Up Charge	\$200.00 Per Load
		Pump Back Fee	\$150.00 Per Load
Unloading Charges			
Stand By Time	\$2.25 Per Minute		
Unload Time	6 Minutes Per Yard		
Additional Comments			
Terms - Net 30 Days			
Escalator Date:	1/1/2023	Escalator Amount:	\$15.00 Per Yard

We appreciate the opportunity to quote the above mentioned project. If you have any questions regarding this quotation, please contact me at (503) 849-0079.

Frank King



This Quote is good for 30 days from the following Date: January 13, 2022

Bridge Wing Wall Safety Fencing



P.O. Box 789, Fairview, Oregon 97024
5501 NE 223rd Ave, Fairview OR 97024

Tel: 503.674.0900 | Fax: 503.674.0909
OR CCB#28397 | WA# MOOREI166BR

Since 1956

Request for Information / Interpretation

5th Street & Kinsman Rd Extension

MEI Project Number: 4627

MEI Doc Control Reference: RFI 080

Client Document Control Reference:

SUBJECT: 5th Bridge Guard Rail Requirements

DATE: February 21st, 2022

TO: Scott Banker
Resources Project Manager
OTAK Inc.
808 SW Third Ave., Suite 800
Portland, OR 97204

Cell: (503) 539-9824
Fax:
Email: scott.banker@otak.com

FROM: Paul Golden, Project Manager
MEI Group

Office: (503) 674-0900
Cell: (503) 849-5864
Email: paul.golden@themeigroup.com
chris.philipson@themeigroup.com

NUMBER OF PAGES (w/ this cover): 1

Drawing Reference: PP-03
Specification/Document Reference:
Location of Work: Kinsman Bridge
Desired Response Date: **ASAP**
Cost Impact: **TBD**
Time/Schedule Impact: **TBD**

INFORMATION REQUESTED:

Sheet PP-03 Note 25 calls for a 31" height guard rail.

Oregon OSHA requires that the top-edge height of guardrails must be 42 inches, plus or minus three inches, above the walking working surface.

The guard rail is adjacent to the sidewalk on the east side of the bridge.

The 31" height does not appear to be legal per OSHA standards

Please confirm if the height should remain 31"

There is no guard rail called for on the west side of the bridge. There is a significant fall hazard with the wing wall of the bridge directly adjacent to the sidewalk. Please confirm if guard rail is needed or not

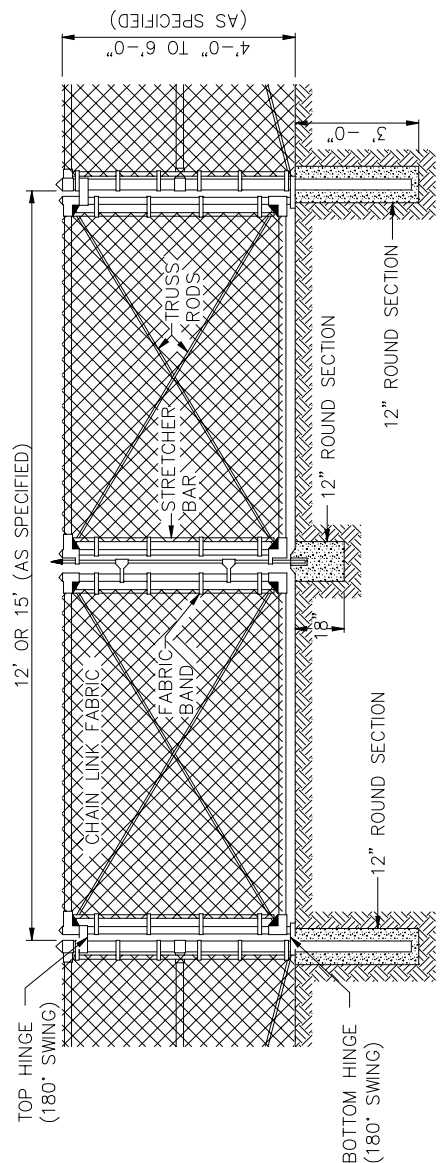
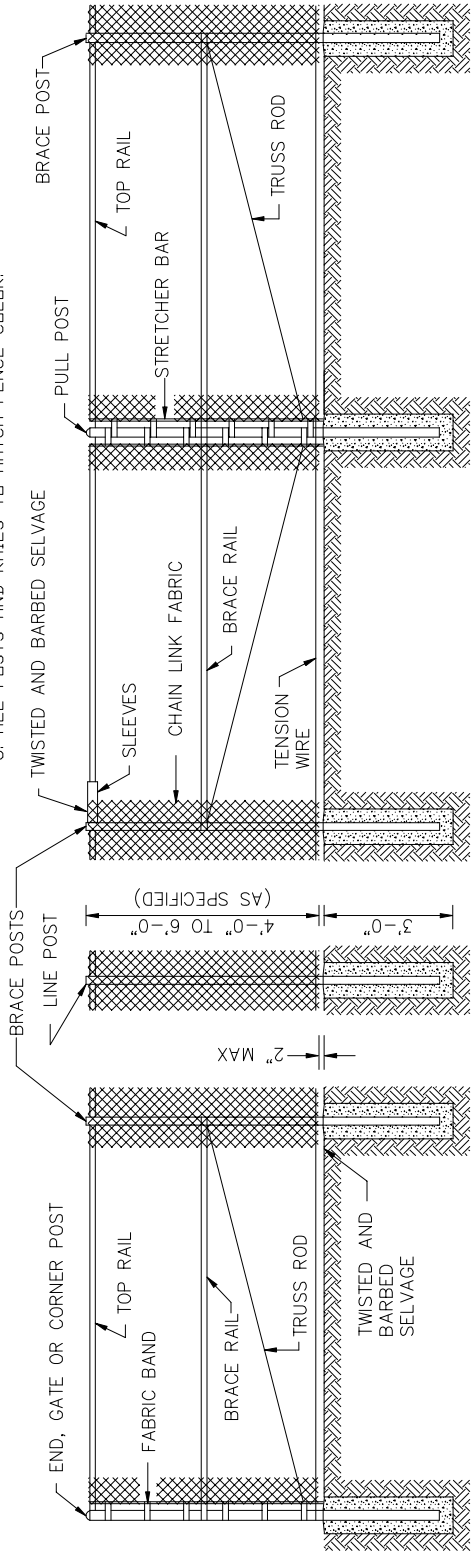
The guardrail is for vehicle lane departure and is required per the FHWA roadway length of need calculations, not related to OSHA requirements for pedestrians.

The city would like to add chain link fence. Please provide a proposal for installing 4-foot high black chain link fence (CWS standard detail No. 792) for each bridge. The fence locations would be from the corner for the bridge railing along the back side of the wing walls at all four corners. Please follow OSHA standards and requirements. The tops of the poles should be situated as best as possible below the decorative bridge deck railing. Confirm field location and fit with city inspector prior to placing.

NOTES:

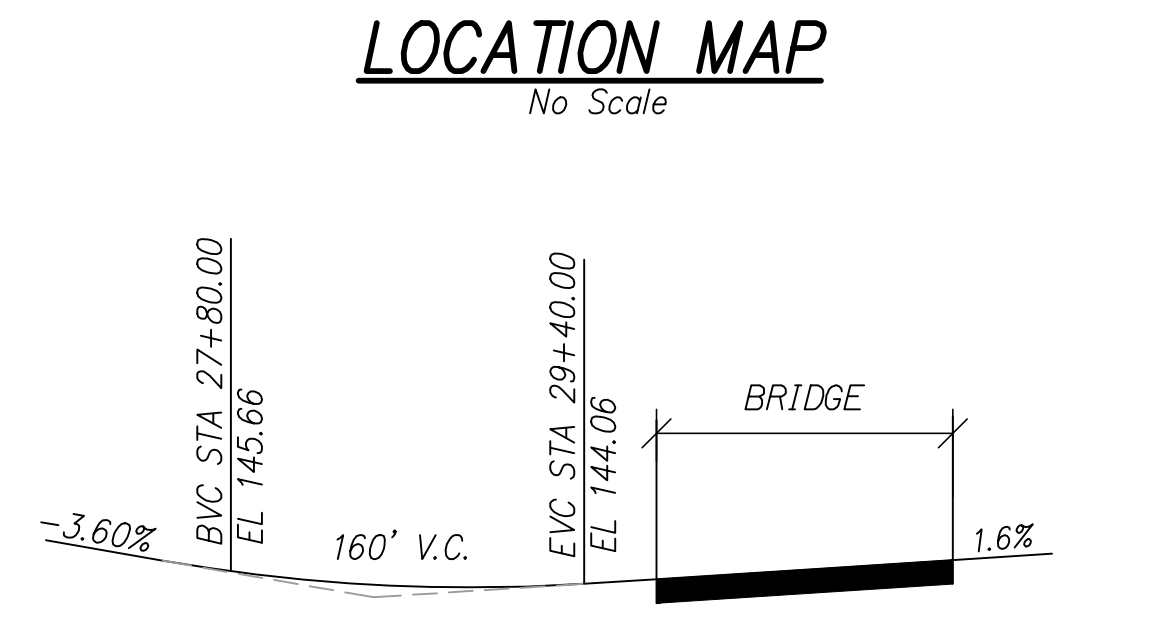
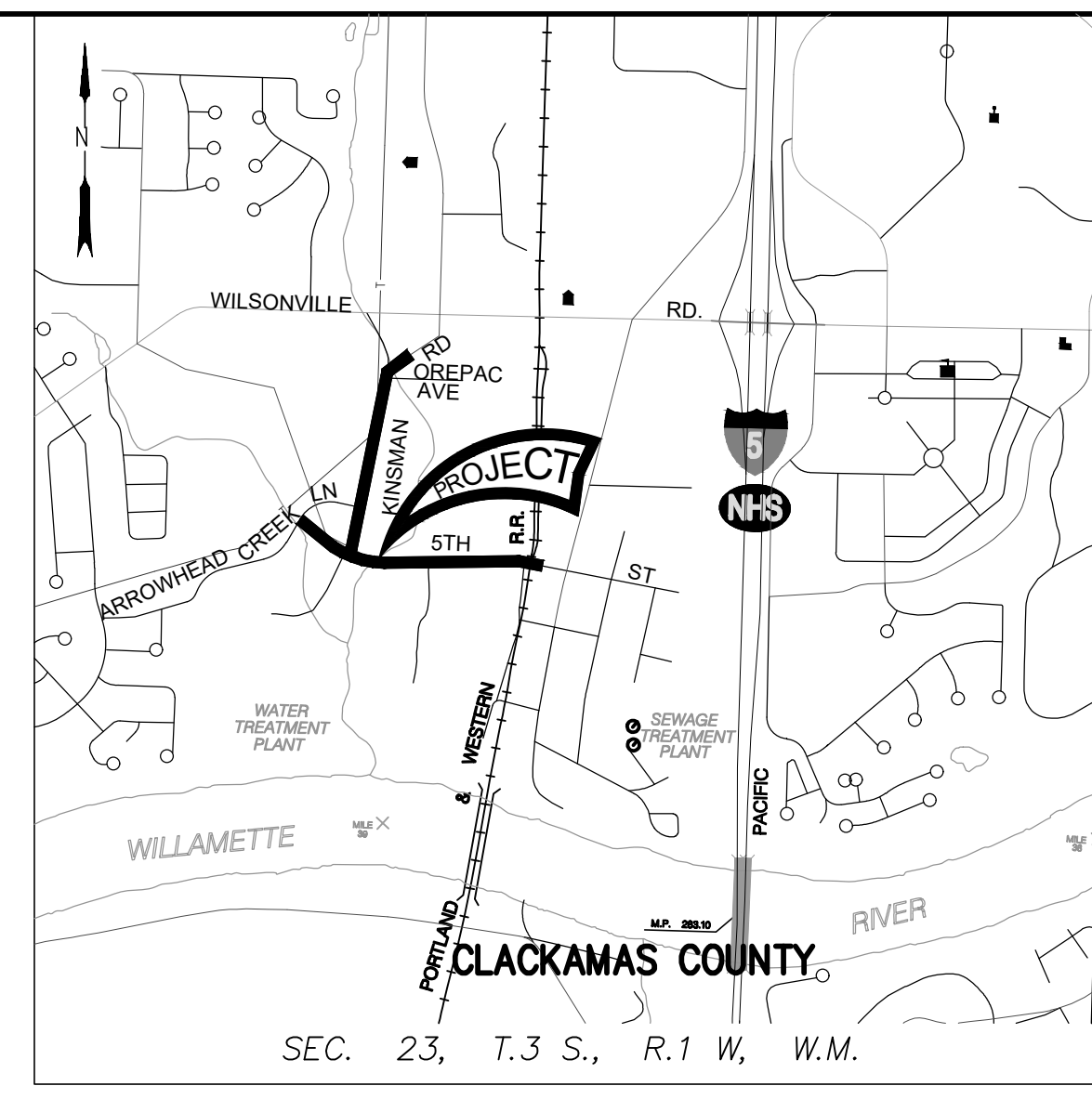
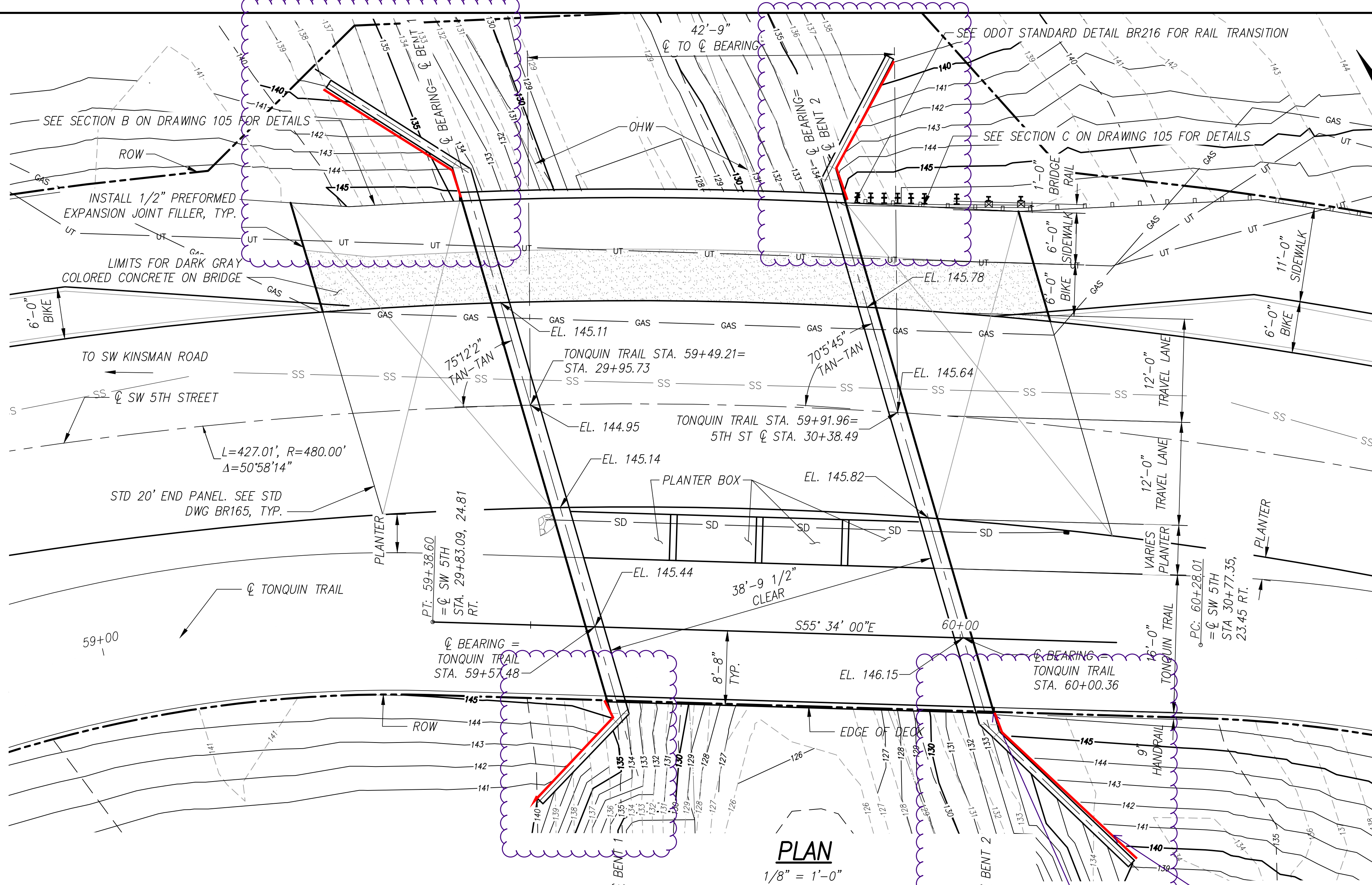
1. ALL FITTINGS, FASTENERS, & AND FABRIC TIES SHALL BE HOT DIP GALV.
2. CONC SHALL BE MIN 2500 PSI @ 28 DAYS.
3. PROVIDE BRACE RAIL BETWEEN END POSTS AND LINE POSTS. LENGTHS AS REQ'D.
4. PROVIDE GATE STOPS AND DROP RECEIVERS SET IN CONCRETE, EACH GATE.
5. PROVIDE EXTENSION ARMS ON LINE, END AND CORNER POSTS & GATE POSTS AS REQ'D.
6. PROVIDE SIGHT OBSCURING SLATS WITH ALL WASTEWATER PUMP STATIONS.
7. CENTER BRACE RAIL NOT REQUIRED WITH FENCE HEIGHT OF 5' OR LESS.
8. ALL POSTS AND RAILS TO MATCH FENCE COLOR.

MEMBER	NOMINAL DIA (IN)	MATERIAL
BRACE RAIL	1.660	GALV TUBULAR STL
GATE FRAME	2.00	GALV TUBULAR STL
LINE POSTS	2.375	GALV TUBULAR STL
END & CORNER POST	2.875	GALV TUBULAR STL
CHAIN LINK FABRIC	9 GA. W/GREEN OR BLACK PVC COATING.	
	GATE OPENING (ft)	NOMINAL DIA (IN)
	12' OR 15'	4
		MATERIAL
		GALV TUBULAR STL



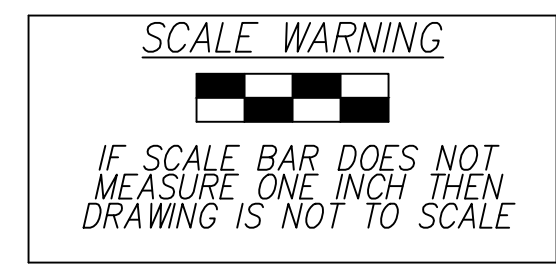
CHAIN LINK FENCE AND GATE





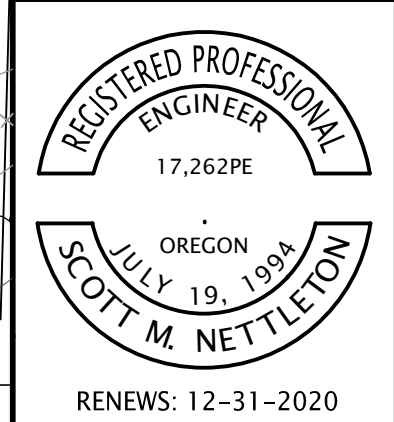
HYDRAULIC DATA

ITEMS	UNITS	DESIGN FLOOD	BASE FLOOD	MAX. PROBABLE FLOOD
DISCHARGE	CFS	581	581	730
RECURRENCE INTERVAL	YEARS	100	100	500
HIGH WATER ELEVATION AT UPSTREAM FACE OF BRIDGE ALONG EMBANKMENT	FEET, NAVD	131.9	131.9	133.0
SCOUR ELEVATION	FEET, NAVD	126.0	126.0	126.0



REVISIONS

NO.	DESCRIPTION



City of Wilsonville
Engineering Department
29799 SW Town Center Loop E
Wilsonville, OR 97070
Phone 503-682-4960



Date: 20 NOVEMBER 2020
Scale: AS SHOWN
Designed By: JDP
Drawn By: JDP
Checked By: S.DREHER

SW 5TH ST TO SW KINSMAN RD EXTENSION
COFFEE LAKE CREEK (5TH ST) BRIDGE
PLAN AND ELEVATION

CIP# 4196
PROJECT# 2017-02-001
BR13
95 of 213

NOTE:
ELEVATIONS SHOWN ARE BASED ON
NORTH AMERICAN VERTICAL DATUM (1988)

McDermott Fence & Construction, Inc.
American Fence Co. / Portland Fence Co.

9940 SE Oak St. Portland, Or 97216

Phone: (503) 655-9619 (503) 256-3060 (541) 923-5858 Fax: (503) 256-2821

OR. CCB # 201616 / WA. L & I # MCDERFC865D5 / Fed ID # 46-4151375 / WBE # 5402

PROPOSAL

04/25/22

Attn: Christopher Philipson – MEI Group
Project: SW 5th Street to SW Kinsman Rd. Extension
Installation Address: Wilsonville, OR

Scope of Work: Furnish and install

5th St Bridge: 100' of 4' Tall Black CL-6R Chain Link Fence attached to side of walls on each side of the bridge. Terminal Posts to be 2-7/8 DQ40, Line Posts to be 2-3/8 DQ40, Top Rail to be DQ40 and fabric to be 8-gauge finish with a 2" mesh. Side plates to be attached to structure using allthread epoxied into existing wall.

\$ 13,915.00

Kinsman Bridge: 60' of 4' Tall Black CL-6R Chain Link Fence attached to side of walls on each side of the bridge. Terminal Posts to be 2-7/8 DQ40, Top Rail to be DQ40 and fabric to be 8-gauge finish with a 2" mesh. Side plates to be attached to structure using allthread epoxied into existing wall.

\$ 10,774.00

Price per Scope: \$ 24,689.00

Note: Job bid at BOLI Prevailing wage rates Dated January 2021 as per email sent to McDermott Fence on April 20 2022

Exclusions:

1. All permits, engineering, testing, inspections, signage and traffic control.
2. Removal of spoils, Clearing, grading, grubbing, survey and staking of fence line.
3. Private underground utility repairs and locates, including irrigation systems.
4. Saw cutting, Core drilling, Concrete mow strips, Block outs & Imbeds.
5. Fence grounding and electrical both high and low voltage, conduit runs, wire pulls.
6. Any attachments and / or other materials not covered by (SCOPE) above.
7. Professional Liability Insurance.
8. Washington Sales Tax if applicable will be added to your Invoice.

Proposal good for 10 days.

**Current Insurance: (Auto) 1,000,000 – (Worker Comp) 1,000,000 – (Gen. Liability) Aggregate 3,000,000 / Products and Completed Operations 2,000,000 / Each Occurrence 1,000,000 – (Umbrella) 5,000,000
Installation Floater 250,000 – Job site Accidental Pollution Coverage 1,000,000
Additional Insured Blanket Forms: CG 20 10 04/13 – CG 20 37 04/13
Additional Forms if needed will be invoiced to your project.**

(Notes to Buyer)

1. Truck & equipment access to fence line for material delivery and installation during project.
2. Terms of payment; Net 15 days. (Material on hand payment required on all jobs over \$ 15,000.00 or specialty order items)
3. This proposal is based on normal digging conditions (price subject to change if unforeseen rock and fill material is encountered).
4. Specialty order materials **may** require payment in full or 50% down before shipping (based on Suppliers terms).
5. Contractor / owner shall provide schedule or completion date, and a reasonable amount of time to complete the work.
6. Add 3% for Performance and Payment Bonds.