

**CHANGE ORDER**No. 5DATE OF ISSUANCE 9/5/2017EFFECTIVE DATE 9/5/2017PROJECT: 2017 Oregon City Roadway ReconstructionOWNER City of Oregon CityCONTRACTOR S2 Contractors Inc.Contract: CI 16-018OWNER's Contract No. CI 16-018ENGINEER's Project No. 1432AENGINEER Wes Wegner (Wallis Engineering)

You are directed to make the following changes in the Contract Documents.

## Description:

Postpone the road reconstruction/rehabilitation work on 15<sup>th</sup> Street from STA 10+75 to STA 16+24 and from STA 30+50 to STA 34+50 as shown on the attached. The work within these limits is to resume in the spring of 2018 at a date agreed upon between the City and the Contractor, but no later than May 24<sup>th</sup>, 2018. The Contractor will have thirty (30) calendar days from the agreed upon start date to complete the work.

With the exception of Mobilization and one vehicle detection loop replacement, for which additional costs will be agreed upon prior to work resuming, the work will be measured and paid under the following bid items at the agreed upon unit bid prices established under the existing contract. Quantities are estimated based on the Contract Plans.

Bid Item No.	Item Description	Quantity	Units	Unit Cost	Total Cost
2.	Temporary Work Zone Traffic Control, Complete for 15th	0.15	LS	\$30,000.00	\$4,500
7.	Erosion Control	0.05	LS	\$10,000.00	\$500
9.	Construction Survey Work	0.10	LS	\$20,000.00	\$2,000
15.	General Excavation	557	CY	\$30.00	\$16,703
17.	Full Depth Reclamation Base, 12-16 Inches Thick	2,863	SY	\$6.00	\$17,178
18.	Portland Cement	72	TON	\$160.00	\$11,520
23.	Asphalt Drainage Curb	83	LF	\$8.00	\$664
24.	Minor Adjustment of Manholes	11	EA	\$500.00	\$5,500
25.	Adjusting Boxes	14	EA	\$100.00	\$1,400
28.	Replace Manhole Frame and Cover	2	EA	\$500.00	\$1,000
30.	Cold Plane Pavement Removal, 0-2 Inch Deep	2,111	SY	\$4.20	\$8,866
32.	Level 2, 1/2 Inch Dense ACP Mixture	536	TON	\$75.00	\$40,200
33.	Level 2, 1/2 Inch Dense ACP Mixture with Fibers	923	TON	\$90.00	\$83,064
34.	2-4 Inch Asphalt Concrete Pavement Repair	30	TON	\$150.00	\$4,500
35.	Extra for Asphalt Transitions	236	SF	\$10.00	\$2,360
38.	Adhesive ADA Truncated Domes, Black	8	SF	\$80.00	\$640
39.	Bi-Directional Blue Type 1 AR Markers	3	EA	\$10.00	\$30
40.	Longitudinal Pavement Markings - Paint	4,807	LF	\$0.25	\$1,202
42.	Pavement Legend, Type B-HS: Arrows	2	EA	\$300.00	\$600
43.	Pavement Legend, Type B-HS: Bicycle Lane Stencil	5	EA	\$310.00	\$1,550
44.	Pavement Bar, Type B	588	SF	\$8.00	\$4,704
<b>TOTAL WORK POSTPONED:</b>					<b>\$204,182</b>

Work will include all labor, materials and equipment necessary to reconstruct the roadway as shown within the limits indicated on the attached and per the original contract.

**Reason for Change Order:**

The City has determined that the existing storm sewers within the work limits identified require immediate repair, and that performing road reconstruction/rehabilitation prior to undertaking these repairs would be an inefficient use of funds. As such, the City is currently conducting design efforts for the storm sewers in question and intends to separately contract the sewer repair work and anticipates completion in the fall of 2017. Postponing the work identified above with the current 2017 PMUF contract until the Spring of 2018 will provide sufficient time to complete the sewer repairs.

CHANGE IN CONTRACT PRICE:	CHANGE IN CONTRACT TIMES:
Original Contract Price: <u>\$ 1,496,054.20</u>	Original Contract Times: Substantial Completion: <u>NA</u> Ready for final payment: <u>75 days (9/20/2017)</u> <small>(days or dates)</small>
Net Increase from previous Change Orders No. <u>0</u> to No. <u>4</u> : <u>\$ 99,272.44</u>	Net change from previous Change Orders No. <u>0</u> to No. <u>4</u> : Substantial Completion: <u>NA</u> Ready for final payment: <u>0</u> <small>(days)</small>
Contract Price prior to this Change Order: <u>\$ 1,595,326.64</u>	Contract Times prior to this Change Order: Substantial Completion: <u>NA</u> Ready for final payment: <u>75 days (9/20/2017)</u> <small>(days or dates)</small>
Net Increase (Decrease) of this Change Order: <u>\$ 0.00</u>	Net Increase (Decrease) of this Change Order: Substantial Completion: <u>0</u> Ready for final payment: <u>30</u> <small>(days)</small>
Contract Price with all approved Change Orders: <u>\$ 1,595,326.64</u>	Contract Times with all approved Change Orders: Substantial Completion: <u>NA</u> Ready for final payment: <u>75 days (9/20/2017) and 30 days</u> <u>from start of postponed work</u> <small>(days or dates)</small>

RECOMMENDED:

By: [Signature]  
ENGINEER (Authorized Signature)

Date: 9-5-2017

APPROVED:

By: [Signature] Martin  
OWNER (Authorized Signature)

Date: 9/7/17

ACCEPTED:

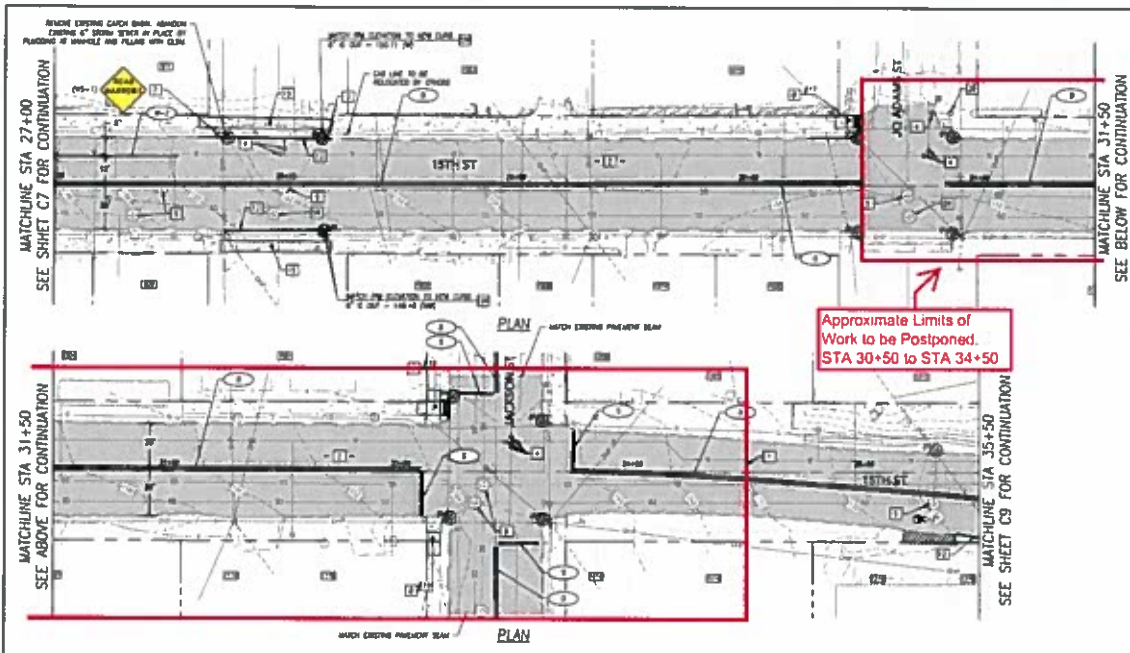
By: [Signature]  
CONTRACTOR (Authorized Signature)

Date: 9-5-17

EJCDC No. 1910-8-B (1996 Edition)

Prepared by the Engineers Joint Contract Documents Committee and endorsed by The Associated General Contractors of America and the Construction Specifications Institute.





**PAVEMENT CORRECTION TABLE**  
(FOR REFERENCE ONLY)

2-2	4-4
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- EROSION CONTROL LEGEND:**
- 1. PILE BERMED FILTER
  - 2. SLOPED CHECK DAM (SPACING SHOWN SCHEMATICALLY)

- STRIPING NOTES:**
1. INSTALL NEW STRIPING AS CALLED OUT ON SHEET C8. WHERE IT DIFFERS FROM EXISTING STRIPING, THE NEW STRIPING SHALL BE SHOWN ON SHEET C8. ON ALL EXISTING STRIPING, THE NEW STRIPING SHALL BE SHOWN ON SHEET C8. ON ALL EXISTING STRIPING, THE NEW STRIPING SHALL BE SHOWN ON SHEET C8.
  2. COORDINATE STRIPING LAYOUT WITH EXISTING STRIPING. COORDINATE STRIPING LAYOUT WITH EXISTING STRIPING.

- IMPROVEMENT NOTES:**
1. EXISTING AND REMAINING CURBS AS OF CONCRETE PAVEMENT, CURBS, SIDEWALKS, AND RAMP TO FULL SECTION DEPTH (AND TO NEAREST 3/4" IF APPLICABLE) TO EXISTING STRIPING. COORDINATE LAYOUT WITH EXISTING STRIPING.
  2. EXISTING AND REMAINING CURBS AS OF CONCRETE PAVEMENT, CURBS, SIDEWALKS, AND RAMP TO FULL SECTION DEPTH (AND TO NEAREST 3/4" IF APPLICABLE) TO EXISTING STRIPING. COORDINATE LAYOUT WITH EXISTING STRIPING.
  3. EXISTING AND REMAINING CURBS AS OF CONCRETE PAVEMENT, CURBS, SIDEWALKS, AND RAMP TO FULL SECTION DEPTH (AND TO NEAREST 3/4" IF APPLICABLE) TO EXISTING STRIPING. COORDINATE LAYOUT WITH EXISTING STRIPING.
  4. EXISTING AND REMAINING CURBS AS OF CONCRETE PAVEMENT, CURBS, SIDEWALKS, AND RAMP TO FULL SECTION DEPTH (AND TO NEAREST 3/4" IF APPLICABLE) TO EXISTING STRIPING. COORDINATE LAYOUT WITH EXISTING STRIPING.
  5. EXISTING AND REMAINING CURBS AS OF CONCRETE PAVEMENT, CURBS, SIDEWALKS, AND RAMP TO FULL SECTION DEPTH (AND TO NEAREST 3/4" IF APPLICABLE) TO EXISTING STRIPING. COORDINATE LAYOUT WITH EXISTING STRIPING.
  6. EXISTING AND REMAINING CURBS AS OF CONCRETE PAVEMENT, CURBS, SIDEWALKS, AND RAMP TO FULL SECTION DEPTH (AND TO NEAREST 3/4" IF APPLICABLE) TO EXISTING STRIPING. COORDINATE LAYOUT WITH EXISTING STRIPING.
  7. EXISTING AND REMAINING CURBS AS OF CONCRETE PAVEMENT, CURBS, SIDEWALKS, AND RAMP TO FULL SECTION DEPTH (AND TO NEAREST 3/4" IF APPLICABLE) TO EXISTING STRIPING. COORDINATE LAYOUT WITH EXISTING STRIPING.
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**PHASING/TRAFFIC CONTROL NOTES:**

1. PAVEMENT RECONSTRUCTION WORK ON 15TH STREET SHALL BE COMPLETED BY A MINIMUM OF 1 PHASE. THE PHASES SHALL BE SEQUENCED TO MAINTAIN TRAFFIC FLOW THROUGHOUT THE PROJECT. THE PHASES SHALL BE SEQUENCED TO MAINTAIN TRAFFIC FLOW THROUGHOUT THE PROJECT.
2. PHASE 1 SHALL INCLUDE ALL WORK FROM JACKSON ST TO JOHN ADAMS STREET. PHASE 1 SHALL INCLUDE ALL WORK FROM JACKSON ST TO JOHN ADAMS STREET.
3. PHASE 2 SHALL INCLUDE ALL WORK FROM JOHN ADAMS STREET TO POLA STREET. PHASE 2 SHALL INCLUDE ALL WORK FROM JOHN ADAMS STREET TO POLA STREET.
4. PHASE 3 SHALL INCLUDE ALL WORK FROM POLA STREET TO JACKSON STREET. PHASE 3 SHALL INCLUDE ALL WORK FROM POLA STREET TO JACKSON STREET.
5. ALL PAVEMENT STRIPING SHALL BE COMPLETED IMMEDIATELY FOLLOWING THE COMPLETION OF THE PHASE 3 PAVING WORK.
6. WHEN AN APPROVED DETOUR PLAN, 15TH STREET MAY BE CLOSED TO THROUGH TRAFFIC, EXCLUDING THE INTERSECTION OF JACKSON STREET, FOR REPAIRS.

7. RECONSTRUCTION WORK BETWEEN JACKSON STREET AND JOHN ADAMS STREET, JOHN ADAMS AND JACKSON STREET, AND JACKSON AND POLA STREET. ONLY ONE SECTION OF 15TH MAY BE CLOSED AT A TIME WITHOUT IMPACTING TRAFFIC FLOW. ONLY ONE SECTION OF 15TH MAY BE CLOSED AT A TIME WITHOUT IMPACTING TRAFFIC FLOW.
8. THE CONTRACTOR SHALL PROVIDE FLAGGING PERSONNEL FOR ALL WORK WITHIN THE INTERSECTION OF 15TH AND JACKSON STREET. ALL WORK SHALL BE PHASED TO MAINTAIN TRAFFIC FLOW THROUGHOUT THE INTERSECTION. THE CONTRACTOR SHALL PROVIDE FLAGGING PERSONNEL FOR ALL WORK WITHIN THE INTERSECTION.
9. PRIOR TO RECONSTRUCTING SURFACES WITHIN FULL RECONSTRUCTION AREAS, CONTRACTOR SHALL:
  - A. MARK EXISTING CURB AND FLOW LINE WITH WHITE TO EXISTING EXISTING CURB AND FLOW LINE.
  - B. SURVEY THE EXISTING CURB AND FLOW LINE AT LINE LINES AND ANY OTHER LOCATIONS NECESSARY TO RE-CONSTRUCT THE EXISTING ROAD CRANE. EXISTING LOCATIONS SHALL BE COLLECTED AT A MINIMUM OF 25 FEET ALONG THE FULL STREET ALIGNMENT. PROVIDE EXISTING WITH A COPY OF THE COLLECTED SURVEY INFORMATION UPON COMPLETION.
10. CONTRACTOR SHALL MAINTAIN ACCESS TO PROPERTIES THROUGH ALL PHASES OF THE WORK AND COORDINATE ALL PROPERTY ACCESS REQUIREMENTS WITH PROPERTY OWNERS.

12. NO EXISTING GAS COMPANY AND EXISTING FACILITIES SHALL BE SHOWN ON SHEET C8. EXISTING GAS COMPANY AND EXISTING FACILITIES SHALL BE SHOWN ON SHEET C8.
13. EXISTING AND REMAINING CURBS AS OF CONCRETE PAVEMENT, CURBS, SIDEWALKS, AND RAMP TO FULL SECTION DEPTH (AND TO NEAREST 3/4" IF APPLICABLE) TO EXISTING STRIPING. COORDINATE LAYOUT WITH EXISTING STRIPING.
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15. EXISTING AND REMAINING CURBS AS OF CONCRETE PAVEMENT, CURBS, SIDEWALKS, AND RAMP TO FULL SECTION DEPTH (AND TO NEAREST 3/4" IF APPLICABLE) TO EXISTING STRIPING. COORDINATE LAYOUT WITH EXISTING STRIPING.

PROJECT NO. 1433A

DATE: 3/7/2017

PROJECT NAME: 15TH STREET RECONSTRUCTION

**2017 OREGON CITY ROADWAY RECONSTRUCTION PROJECTS**

**15TH STREET PLAN III**

**C8**

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