



FEB 27 2015

Memorandum

February 20, 2015

TO: Scotty Ireland *SI*
MS 47354

THRU: *G.M.*
Gil McNabb
MS NB82-250

FROM: *MAR*
Mary Ann Reddell
MS NB82-76
(425) 225-8725

SUBJECT: Change Order No. 4 – Scour Protection Elevation
SR 530 / Skaglund Hill Vic to C-Post Road Vic
Emergency Roadway Reconstruction
Contract 8630

Attached for your review and approval is Change Order No. 4 for this design-build contract. This contract reconstructs a portion of SR 530 that was destroyed by a landslide on March 22, 2014.

Description of Change

This change order compensates the Design-builder for additional costs to excavate and place additional Class B Rock for scour protection to armor the North slope down to pre-landslide ground level between stations 1971+60 to 1983+00. This change order also includes costs for handling of the landslide debris material within these stationing limits in accordance with the protocol required by the Slide Action Plan for this contract.

The WSDOT R/W limit is on the North shoulder of the existing roadway through this stretch, along a compound slope. To achieve effective armorment of the roadway from a potential change in course of the Stillaguamish River, Class B rock needed to be extended down to pre-landslide ground elevation at the toe of the embankment on Snohomish County R/W along the Whitehorse Trail toe of slope.

Due to the urgency to restore access to this route of highway damaged by the massive landslide, there was not enough time for WSDOT to secure an easement or negotiate an agreement with Snohomish County to install scour protection outside WSDOT R/W before the RFP package went out or during the accelerated bid period.

Development of the Change

The scour protection is defined in the RFP as follows:

2.6.6.4 SLOPE DESIGN (TEMPORARY AND PERMANENT)

From STA 1950+00 to the eastern Project limit, fill shall not be placed on the recently deposited landslide debris north of the roadway. Recently deposited landslide debris shall be removed down to the original pre-landslide ground surface. Scour protection shall be used to armor the north embankment slope in accordance with Section 2.27.

2.27.5.2 SCOUR PROTECTION

The Design-Builder shall design and construct scour protection to armor the north embankment of SR 530 from erosion. At a minimum, the scour protection shall be installed from STA. 1950+00 to STA 1988+00 using Class B Rock for Erosion and Scour Protection, and from STA 1988+00 to the eastern Project limit using Quarry Spalls. Class B Rock for Erosion and Scour Protection and Quarry Spalls shall be in accordance with Section 9-13 of the Standard Specifications.

If embankment or reinforced slope construction is utilized to support the roadway, the scour protection armor layer shall be a minimum of 3 feet thick where Class B Rock is used, and a minimum of 1 foot thick where Quarry Spalls are used. The top elevation of scour protection shall be the edge of shoulder, and the bottom elevation shall be the toe of the embankment slope at the pre-landslide ground surface. The Design-Builder shall design a filter layer to be placed between the scour protection rock and the embankment soil in accordance with the Bridge Scour and Stream Instability Countermeasures (Appendix H).

Based on the criteria above provided in the RFP (by addendum pre-bid), the Design-Builder included scour protection on the north side of all constructed embankments to the toe at pre-slide ground surfaces. Further discussion in task force meetings (post-bid) concluded that this adequately protected most of the project footprint except the roadway at the knoll between station 1971+60 to 1983+00. This section rests in the middle of a compound slope with the R/W limit on the north edge of the SR 530 shoulder.

The WSDOT Hydraulics engineer confirmed with the construction office that the intent was to fully protect the knoll, a compound slope, from scour. The intent reflected the uncertainty of a potential change in the Stillaguamish River course North of the highway. To meet this intent was subject to conflicting interpretation as written in the RFP. Work would be required beyond WSDOT R/W, defined as a Basic Configuration.

Without R/W or a construction easement, the Design-Builder did not anticipate scour protection on the pre-existing lower slope within the County R/W. The Design-Builder's proposal included scour protection within WSDOT R/W protecting the shoulder of the new roadway through the knoll area. Because the existing road was clear of landslide debris, the Design-Builder's interpretation met the RFP requirement of protecting the

constructed embankment to its toe on pre-slide material (the former roadbed) within the constraints of the Basic Configuration.

As a result, a long stretch of the compound slope along the knoll would have a fairly small buttress blanket and full scour protection would not be achieved as intended. This would not include excavation to extend scour protection below an additional 20 feet of landslide debris.

The Design-Builder's final roadway alignment changed during the design phase to provide a full design standard roadway (no additional cost to WSDOT) and to move the scour protection outside the R/W through their negotiations with Snohomish County. The change to move the scour protection outside WSDOT R/W was supported by the project office as the best solution benefitting WSDOT by fully protecting the highway, and Snohomish County by its restoration of the Whitehorse trail for the community. The amount of scour protection the Design-Builder has provided above the post-slide ground elevation is greater than their pre-bid quantity and the Design-Builder is taking responsibility for this additional quantity as it resulted from the changes in design as described above. It is important to note that the scour protection in WSDOT Conceptual plan alignment (which cut further into the knoll to the south) would not have fit within the R/W either and would have resulted in 4622 CY outside R/W.

The change order request is for compensation for an additional 4585 cubic yards of Class B rock, geotextile fabric, excavation of landslide debris, protocol personnel required during the landslide debris handling, and markups for a total of \$595,169 . Quantities and costs have been substantiated.

Discussions held by Engineering Manager Gil McNabb with NWR executives supported proceeding with this approach for scour protection. FHWA liaison, Jeff Horton, approved of it as well.

Approvals

Chris D. Brown (Project Engineer Design-Build Liaison) provided approval for this change order on July 9, 2014. Mary Ann Reddell, Construction Project Engineer concurred.

Scotty Ireland (Headquarters Construction) and Gil McNabb (NW Region) gave written approval in December 2014. They both gave verbal approval to proceed before the work started.

Entitlement

This is added work to the contract. The Design-Builder is entitled to compensation for added work in accordance with Section 1-04.4 of the Standard Specifications.

Change Order #4 Memo
Page 4

Payment

WSDOT and the Design-Builder agreed to the lump sum price of \$ 595,169.

Pani Saleh (Program Management) gave funding approval on January 23, 2015.

Contract Time

This change does not affect contract time.

MAR:njb
Attachment:

cc: Project File

DESIGN-BUILD CHANGE ORDER CHECKLIST

Cont. #: <input type="text" value="8630"/>	Cont. Title: <input type="text" value="SR 530 / Skaglund Hill Vic to C-Post Road Vic - Emergency Roadway"/>	Approval from State Construction Office Required
C.O. #: <input type="text" value="4"/>	C.O. Title: <input type="text" value="Scour Protection Elevation"/>	
<input type="checkbox"/> Design-Builder initiated. <input type="checkbox"/> Agency initiated.		
I. Executed by the State Construction Office 1. Cost or credit equal to or exceeding \$200,000.*1 2. Change in the contract documents beyond the scope, intent or termini of the original contract.*2 3. Change in the condition of award. 4. Change in contract time greater than 30 working days.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	X X X X
II. Executed by the Region 5. Cost or credit greater than \$100,000 but less than \$200,000.*1 6. Change in contract time greater than 10 and less than or equal to 30 working days, must be related to changes implemented by change order.	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
III. Executed by the Project Engineer 7. Determination of impacts and/or overhead. 8. Design or construction work that does not comply with the Mandatory Standards. 9. A change to a Chapter 1 General Provision. 10. A change to a technical requirement in any of the following sections: Design Deviations, Geotechnical Design, Pavement, Project Documentation, Bridges and Structures, Control of Materials, MWBE Goals, QMP Requirements, or WSDOT Standard Specifications. 11. Determination of changed condition (Section 1-04.7 of the Request For Proposal). 12. Settlement of a claim (Section 1-09.11(2) of the Request For Proposal). 13. Repair of damage regarding "acts of God" or "acts of the public enemy or of government authorities (Section 1-07.13 of the Request For Proposal). 14. A "no-cost" change based upon a determination of "equal or better".	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	X X X X X X X X X

Approvals obtained:

Project Engineer: (REQUIRED) Date:

Region: (REQUIRED) Date:

State Construction Office: Date:

To be completed by the Project Engineer :

CO Reason(s) (See CCIS Source/Outcome) :

Change Order Prepared By: Date:

Has change been entered as lesson learned? Yes No N/A

Has design documentation been updated? Yes No N/A

Is change approved by program management? Yes No N/A

To be completed by the Region :

Is the change eligible for Federal participation? Yes No N/A

Change Order Reviewed by: Date:

This form represents the minimum information required by the State Construction Office. *3

*1 Cost or Credit greater than \$200,000 on Federal Stewardship requires FHWA approval (see Construction Manual - Ch.1-2.4C(3) and Ch. 1-3.4)
 *2 Per RCW 47.28.050, any change beyond \$7,500 that is beyond the original scope shall go through the competitive bidding process.
 *3 Changes that do not meet any of the itemized criteria above may be executed by the PE with Region approval.


**WASHINGTON STATE
DEPARTMENT OF TRANSPORTATION
CHANGE ORDER**

DATE: 01/22/15
Page 1 of 9

CONTRACT NO: 008630 FEDERAL AID NO: ER-1402(003)
 CONTRACT TITLE: SR 530, SKAGLUND HILL VIC TO C-POST ROAD VIC - EME
 CHANGE ORDER NO: 4 SCOUR PROTECTION ELEVATION




PRIME CONTRACTOR: [REDACTED] GUY F. ATKINSON CONSTRUCTION, LLC.
 707 SOUTH GRADY WAY SUITE 500
 RENTON WA 98057-3224

- () Ordered by Engineer under the terms of Section 1-04.4 of the Standard Specifications
 (X) Change proposed by Contractor

ENDORSED BY:  CONTRACTOR DATE: 1/23/15	SURETY CONSENT: ATTORNEY IN FACT DATE
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ORIGINAL CONTRACT AMOUNT: 20,570,001.00
 CURRENT CONTRACT AMOUNT: 20,764,785.56
 ESTIMATED NET CHANGE THIS ORDER: 595,169.00
 ESTIMATED CONTRACT TOTAL AFTER CHANGE: 21,359,954.56

Approval Required: () Region () Olympia Service Center () Local Agency

<input checked="" type="checkbox"/> APPROVAL RECOMMENDED () EXECUTED  PROJECT ENGINEER DATE: 2/20/15	EXECUTED:  STATE CONSTRUCTION ENGINEER DATE: 3/5/15
<input checked="" type="checkbox"/> APPROVAL RECOMMENDED () EXECUTED REGIONAL ADMIN:  BY: DATE: 2/25/15	OTHER APPROVAL WHEN REQUIRED SIGNATURE _____ DATE _____ REPRESENTING _____

WASHINGTON STATE
DEPARTMENT OF TRANSPORTATION
CHANGE ORDER

DATE: 01/22/15
Page 2 of 9

CONTRACT NO: 008630

CHANGE ORDER NO: 4

All work, materials, and measurements to be in accordance with the provisions of the Standard Specifications and Special Provisions for the type of construction involved.

This contract is revised as follows:

The first paragraph above is revised to read:

All work, materials, and measurements to be in accordance with the request for proposal (RFP) and the contract documents for this project.

DESCRIPTION:

Construct scour protection in Snohomish County right of way between approximate stations 1971+61 to 1983+00 as shown on pages 4 thru 9 of this change order.

PAYMENT:

This change order adds a new lump sum bid item, "CO 4 Scour Protection." The lump sum amount of \$595,169.00 shall be full pay for all labor, equipment, materials, and markups associated with the work described above.

CONTRACT TIME:

This change order does not affect contract time.

**WASHINGTON STATE
DEPARTMENT OF TRANSPORTATION
CHANGE ORDER**

DATE: 01/22/15
Page 3 of 9

CONTRACT NO: 008630				CHANGE ORDER NO: 4			
ITEM NO	GROUP NO	STD ITEM	ITEM DESCRIPTION	UNIT MEASURE	UNIT PRICE	EST QTY CHANGE	EST AMT CHANGE

1004	01		CO 4 SCOUR PROTECTION	L.S.	0.00	0.00	595,169.00
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595,169.00
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LEGEND

- (1W) HMA CL. 1/2 IN. PG 64-22 WEARING COURSE
- (1L) HMA CL. 1/2 IN. PG 64-22 LEVELING COURSE
- (2) CRUSHED SURFACING BASE COURSE
- (3) BEAM GUARDRAIL TYPE 31
- (4) GRAVEL BORROW OR SELECT BORROW OR MODIFIED SELECT BORROW (SEE NOTE 6)
- (5) QUARRY SPALLS
- (6) HIGH STRENGTH FABRIC, MIRAFIRS280I
- (7) SEPARATION FABRIC, SEE DRAINAGE DETAIL DD22
- (8) GEOGRID SOIL REINFORCEMENT, TENSAR BIAXIAL GEOGRID BX1475
- (9) CLASS B ROCK FOR EROSION AND SCOUR PROTECTION
- (10) COMMON BORROW OR ROADWAY EXCAVATION

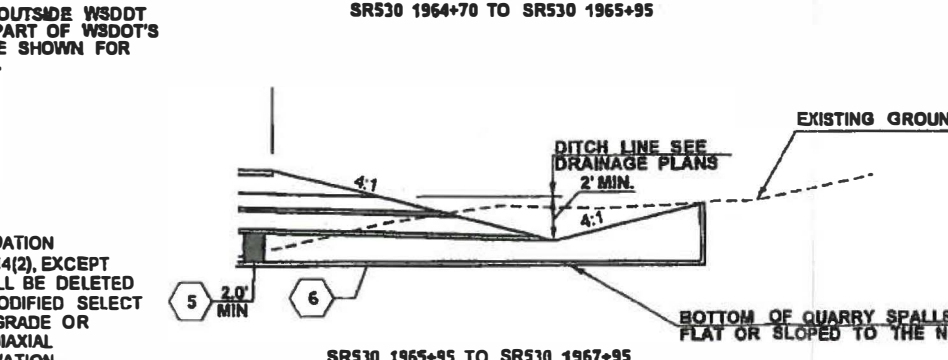
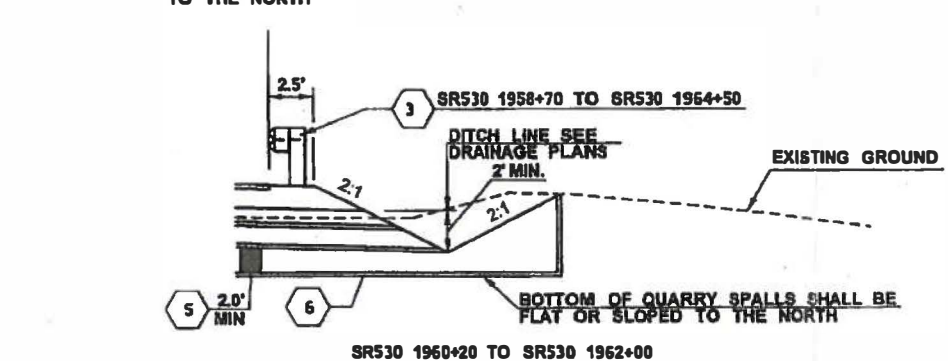
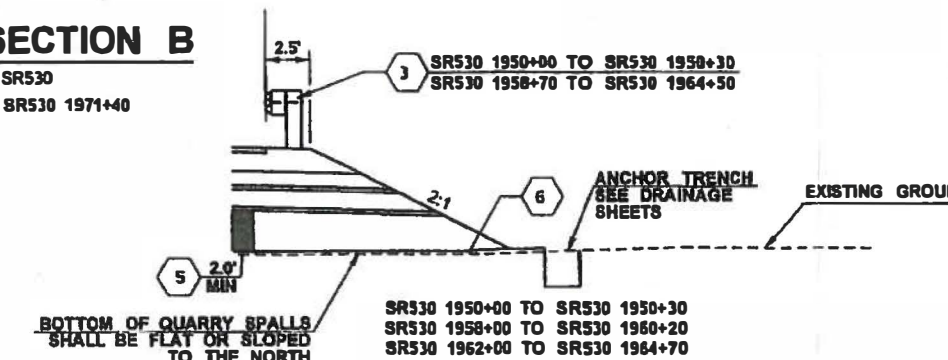
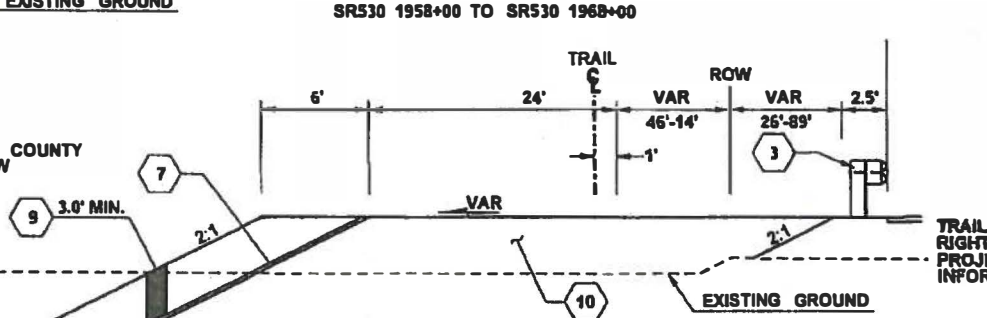
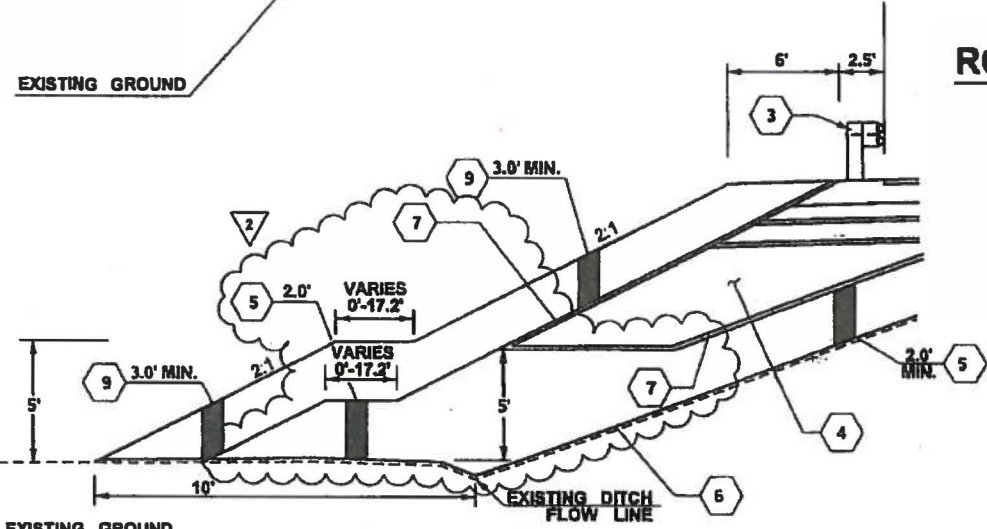
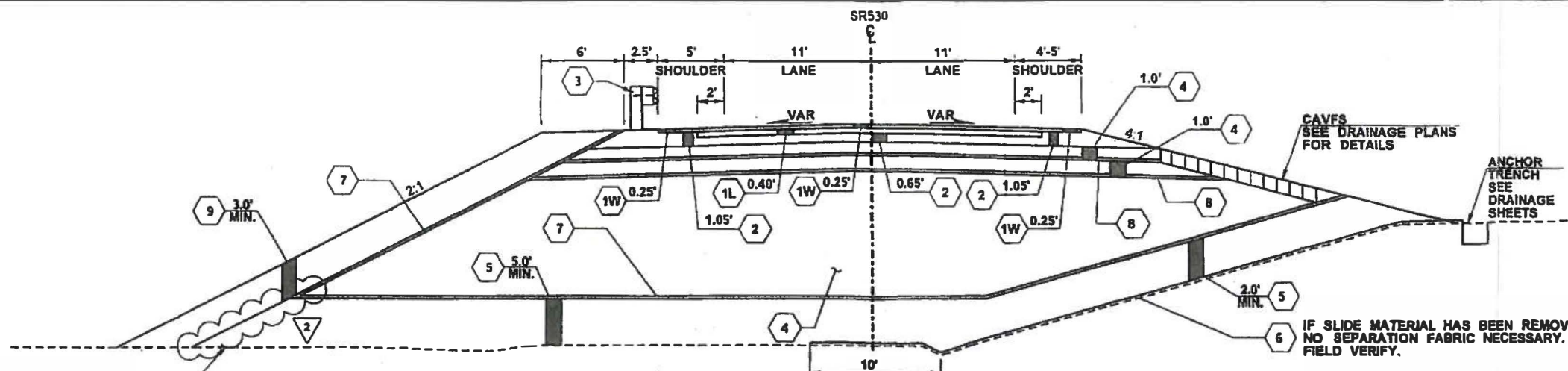
TURNOUT / INTERSECTIONS

STATION	LT OR RT
SR530 1952+49	LT
SR530 1968+51*	LT & RT

* FOR SCOUR PROTECTION ACROSS SIDE ROADS, SEE DETAIL ON SHEET RS06.

ROADWAY SECTION B

MAINLINE SR530
SR530 1950+00 TO SR530 1971+40



NOTES:

1. SEE ROADWAY PROFILE SHEETS FOR SUPERELEVATION INFORMATION
2. SEE PAVING AND BARRIER PLANS FOR GUARDRAIL LOCATIONS AND INTERSECTIONS WITH DRIVEWAYS, TURNOUTS, AND ROADS.
3. SEE SITE PREPARATION PLANS FOR SAWCUT LOCATIONS.
4. ALL SURFACING AND PAVING DEPTHS ARE COMPACTED DEPTHS COURSES SHALL NOT EXCEED DEPTHS DEFINED IN THE WSDOT STANDARD SPECIFICATIONS.
5. LONGITUDINAL JOINTS IN THE HMA WEARING COURSE SHALL COINCIDE WITH THE CENTERLINE OR EDGE LINE OF THE FINAL CONFIGURATION.

6. MODIFIED SELECT BORROW SHALL MEET THE GRADATION REQUIREMENTS OF STANDARD SPECIFICATION 9-03.14(2), EXCEPT THE TOP SCREEN 100% PASSING THE 6-INCH SHALL BE DELETED AND REPLACED WITH 100% PASSING A 12-INCH. MODIFIED SELECT BORROW MAY BE PLACED UP TO PAVEMENT SUBGRADE OR THE BOTTOM OF THE GEOGRID FABRIC (TENSAR BIAXIAL GEOGRID BX1475), WHICHEVER IS THE LOWER ELEVATION. THE MAXIMUM LIFT THICKNESS DURING PLACEMENT SHALL BE 12-INCHES.

TRAIL AND OTHER WORK OUTSIDE WSDOT RIGHT OF WAY ARE NOT PART OF WSDOT'S PROJECT. THESE ITEMS ARE SHOWN FOR INFORMATIONAL PURPOSES.

ATKINSON
AUG 13 2014
RELEASED FOR CONSTRUCTION

CONTRACT 8630
CHANGE ORDER 4
SHEET 4 OF 9

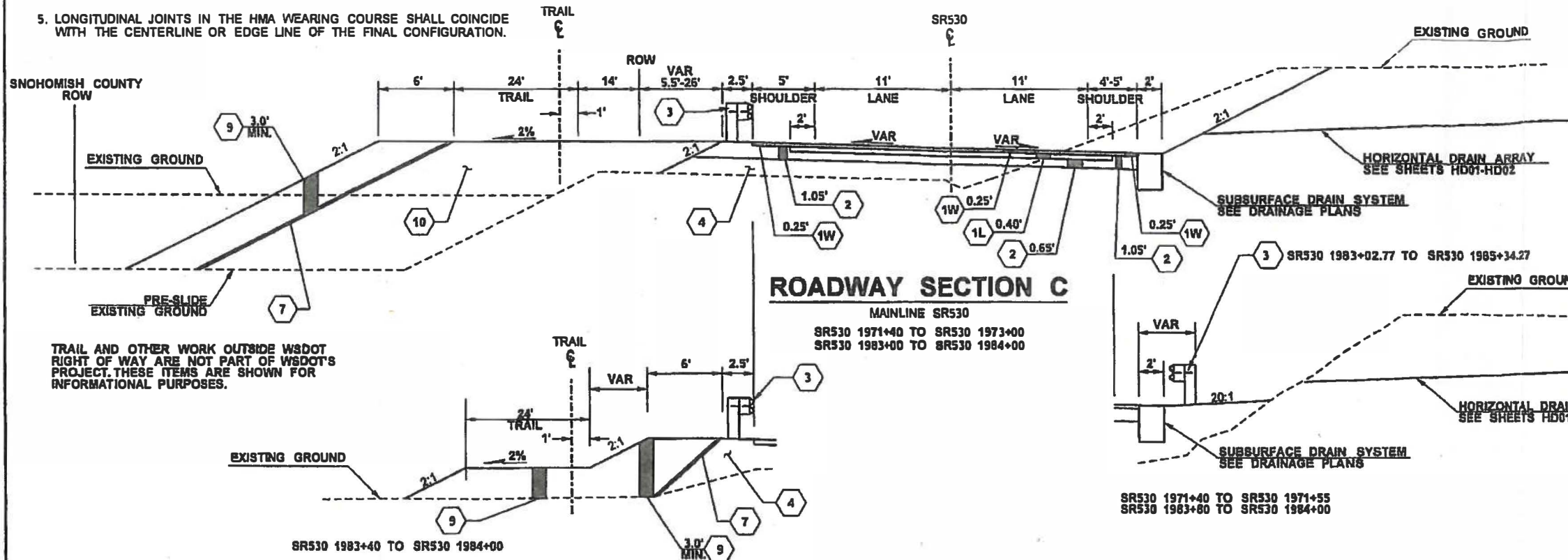
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PLOTTED BY wekaca	DESIGNED BY C. WEEKS	ENTERED BY C. WEEKS	CHECKED BY A. SCHMIDTMAN	PROJ. ENGR. H. HUYNH	REGIONAL ADM. L. ENG				REVISION

NOTES:

- SEE ROADWAY PROFILE SHEETS FOR SUPERELEVATION INFORMATION.
- SEE PAVING AND BARRIER PLANS FOR GUARDRAIL LOCATIONS, AND INTERSECTIONS WITH DRIVEWAYS, TURNOUTS, AND ROADS.
- SEE SITE PREPARATION PLANS FOR SAWCUT LOCATIONS.
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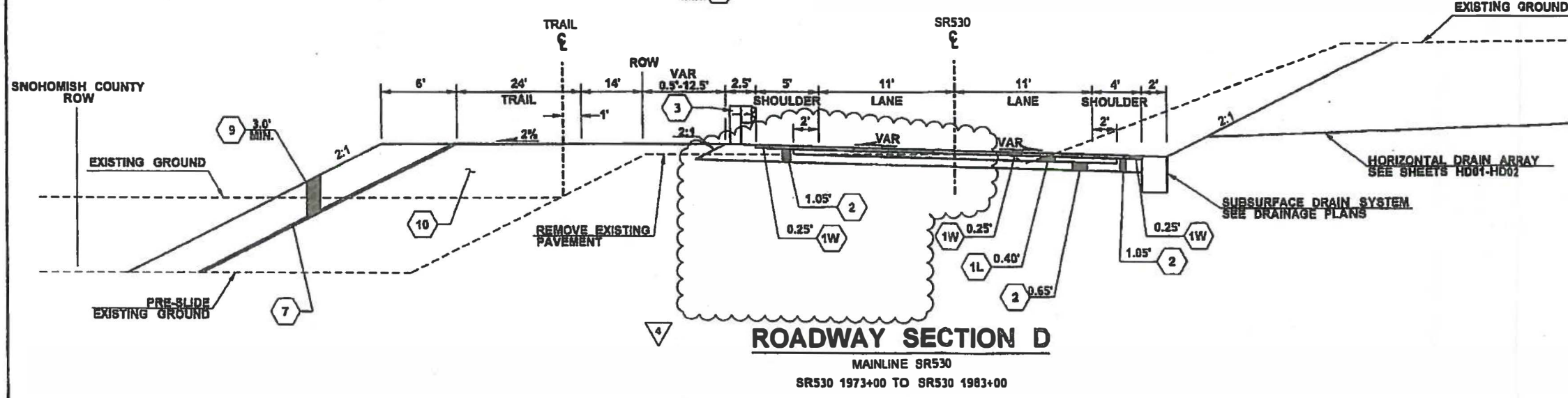
LEGEND

- 1W HMA CL 1/2 IN. PG 64-22 WEARING COURSE
- 1L HMA CL 1/2 IN. PG 64-22 LEVELING COURSE
- 2 CRUSHED SURFACING BASE COURSE
- 3 BEAM GUARDRAIL TYPE 31
- 4 GRAVEL BORROW OR SELECT BORROW OR MODIFIED SELECT BORROW (SEE NOTE 6)
- 8 QUARRY SPALLS
- 6 HIGH STRENGTH FABRIC, MIRAFIRS2801
- 7 SEPARATION FABRIC, SEE DRAINAGE DETAIL DD22
- 8 GEOGRID SOIL REINFORCEMENT, TENSAR BIAXIAL GEOGRID BX1475
- 9 CLASS B ROCK FOR EROSION AND SCOUR PROTECTION
- 10 COMMON BORROW OR ROADWAY EXCAVATION



ROADWAY SECTION C

MAINLINE SR530
SR530 1971+40 TO SR530 1973+00
SR530 1983+00 TO SR530 1984+00



ROADWAY SECTION D

MAINLINE SR530
SR530 1973+00 TO SR530 1983+00

CONTRACT 8630
CHANGE ORDER 4
SHEET 5 OF 9

ATKINSON *PSA*
NOV 25 2014
RELEASED FOR CONSTRUCTION

FILE NAME	c:\pwworking\afschmidtd\0151237\8630_PS_R803.dgn			REGION NO.	STATE	FED.AID PROJ.NO.			SR530 SKAGLUND HILL VIC TO C-POST RD VIC EMERGENCY ROADWAY RECONSTRUCTION ROADWAY SECTIONS	PLAN REF NO
TIME	9:33:42 AM	REV 4 - FULL DEPTH UPDATE	11/21/14	10	WASH					RS03
DATE	11/21/2014	REV 3 - SHOULDER UPDATE	09/02/14							
PLOTTED BY	schmidtd	REV 2 - TRAIL UPDATE	08/15/14							
DESIGNED BY	C.WEEKS	REV 1 - FILL MATERIAL, RFI00001	08/08/14							
ENTERED BY	C.WEEKS	REV 0 - RELEASED FOR CONSTRUCTION	07/24/14							
CHECKED BY	A.SCHMIDTMAN	REV B - FINAL REVIEW	07/11/14							
PROJ. ENGR.	H.HUYNH	REV A - PRELIMINARY REVIEW	06/12/14							
REGIONAL ADM.	L. ENG	REVISION	DATE	BY						

LEGEND

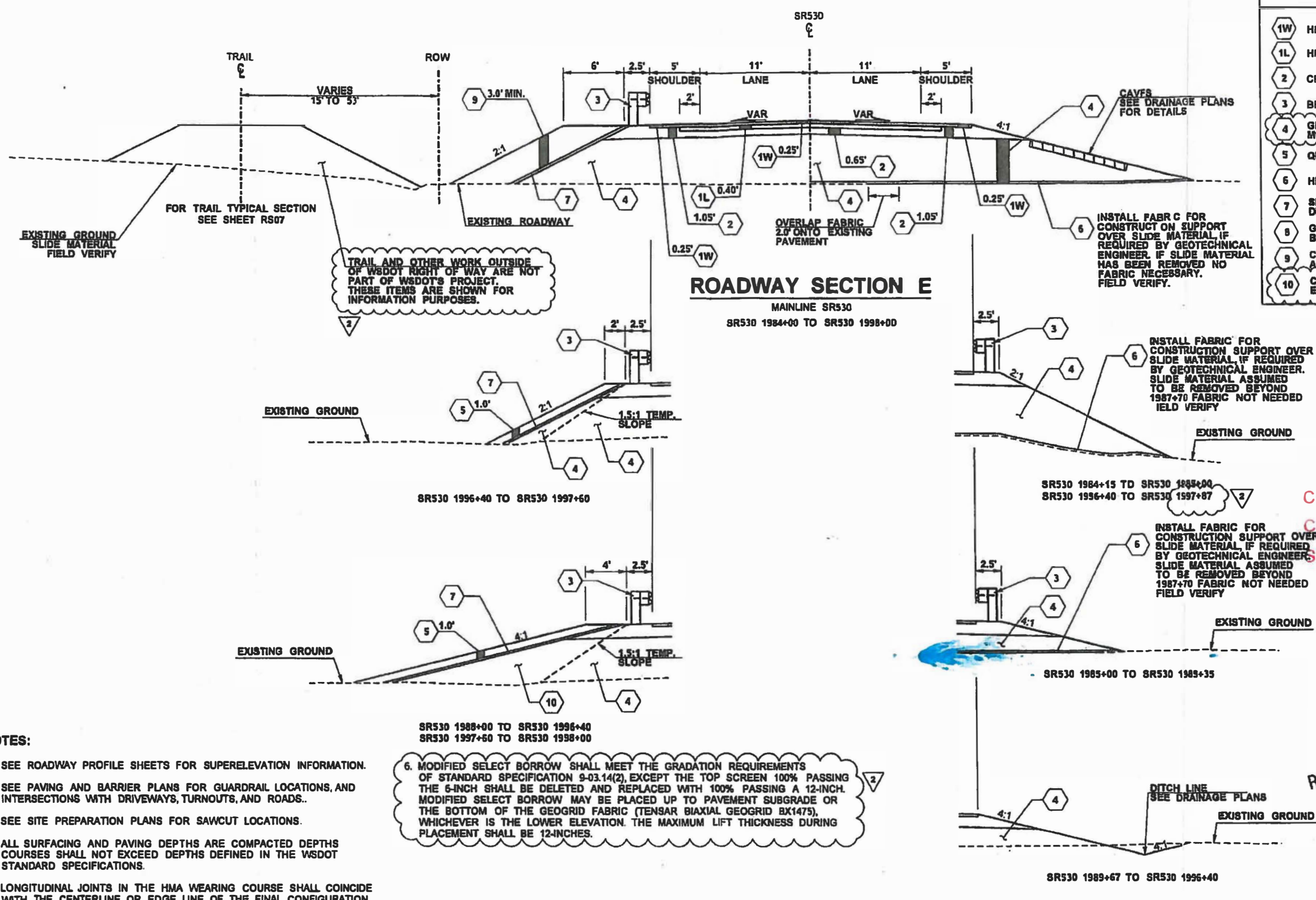
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- 4 GRAVEL BORROW OR SELECT BORROW OR MODIFIED SELECT BORROW (SEE NOTE 6)
- 5 QUARRY SPALLS
- 6 HIGH STRENGTH FABRIC, MIRAFI R82801
- 7 SEPARATION FABRIC, SEE DRAINAGE DETAIL DD22
- 8 GEOGRID SOIL REINFORCEMENT, TENSAR BIAXIAL GEOGRID BX1475
- 9 CLASS B ROCK FOR EROSION AND SCOUR PROTECTION
- 10 COMMON BORROW OR ROADWAY EXCAVATION

DRIVEWAYS / INTERSECTIONS	
STATION	LT DR RT
SR530 1996+21	RT
SR530 1988+57	LT

CONTRACT 8630
 CHANGE ORDER 4
 SHEET 6 OF 9

ATKINSON
 AUG 08 2014 *AW*
 RELEASED FOR CONSTRUCTION

ROADWAY SECTION E



- NOTES:**
1. SEE ROADWAY PROFILE SHEETS FOR SUPERELEVATION INFORMATION.
 2. SEE PAVING AND BARRIER PLANS FOR GUARDRAIL LOCATIONS, AND INTERSECTIONS WITH DRIVEWAYS, TURNOUTS, AND ROADS..
 3. SEE SITE PREPARATION PLANS FOR SAWCUT LOCATIONS.
 4. ALL SURFACING AND PAVING DEPTHS ARE COMPACTED DEPTHS COURSES SHALL NOT EXCEED DEPTHS DEFINED IN THE WSDOT STANDARD SPECIFICATIONS.
 5. LONGITUDINAL JOINTS IN THE HMA WEARING COURSE SHALL COINCIDE WITH THE CENTERLINE OR EDGE LINE OF THE FINAL CONFIGURATION.

6. MODIFIED SELECT BORROW SHALL MEET THE GRADATION REQUIREMENTS OF STANDARD SPECIFICATION 9-03.14(2), EXCEPT THE TOP SCREEN 100% PASSING THE 6-INCH SHALL BE DELETED AND REPLACED WITH 100% PASSING A 12-INCH. MODIFIED SELECT BORROW MAY BE PLACED UP TO PAVEMENT SUBGRADE OR THE BOTTOM OF THE GEOGRID FABRIC (TENSAR BIAXIAL GEOGRID BX1475), WHICHEVER IS THE LOWER ELEVATION. THE MAXIMUM LIFT THICKNESS DURING PLACEMENT SHALL BE 12-INCHES.

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PLOTTED BY	weekaca							
DESIGNED BY	C.WEEKS							
ENTERED BY	C.WEEKS							
CHECKED BY	A.SCHMIDTMAN							
PROJ. ENGR.	H.HUYNH							
REGIONAL ADM.	L.ENG							
REVISION	DATE	BY		CONTRACT NO.	LOCATION NO.			
REV 2 - WSDOT NOTE, RFID0001	08/08/14			C8630				
REV 1 - RFC (FABRIC INFO)	07/17/14							
REV 0 - RELEASED FOR CONSTRUCTION	07/09/14							
REV B - FINAL REVIEW	06/30/14							
REV A - PRELIMINARY REVIEW	06/12/14							

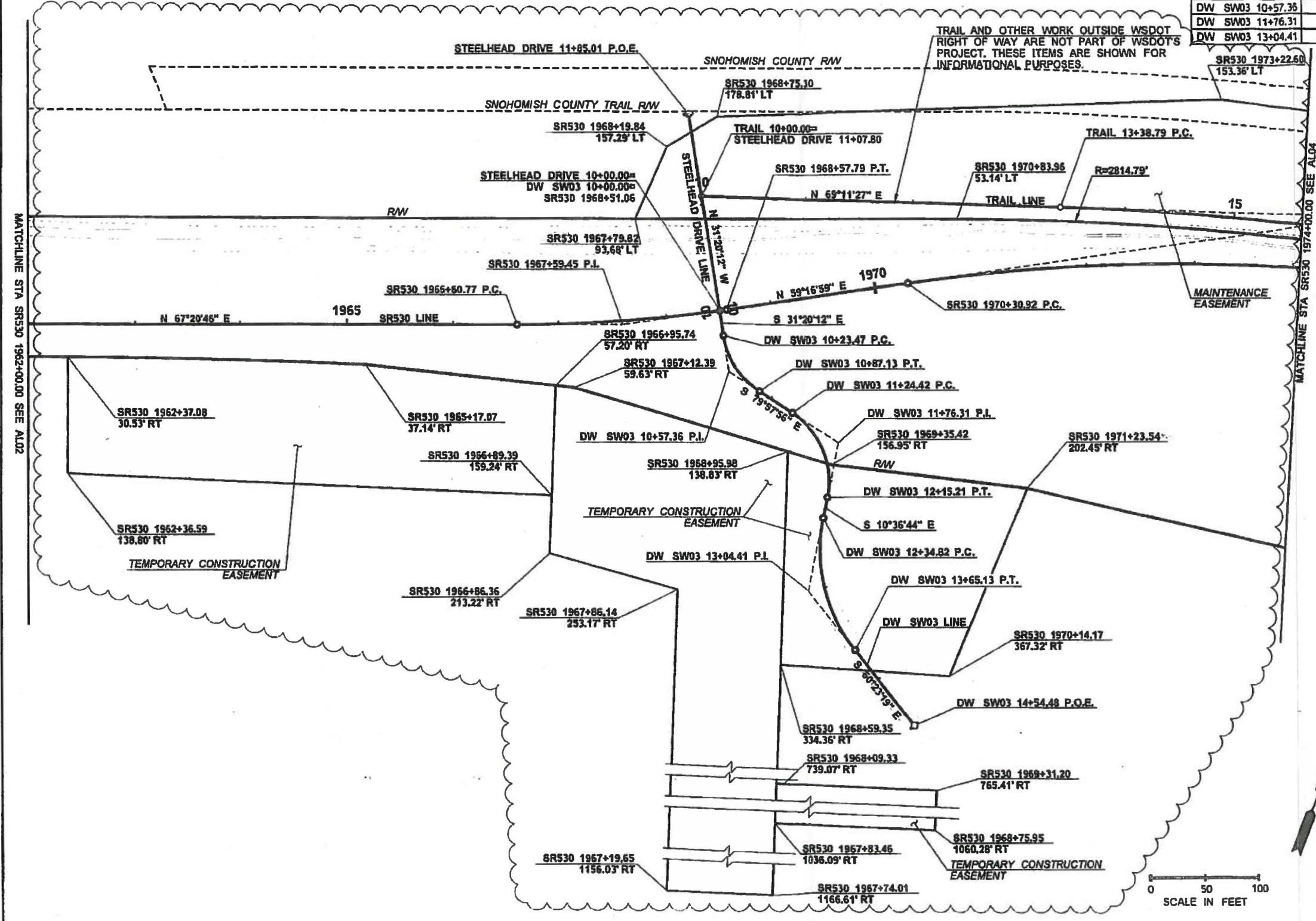


Washington State
 Department of Transportation

SR530 SKAGLUND HILL VIC TO C-POST RD VIC EMERGENCY ROADWAY RECONSTRUCTION ROADWAY SECTIONS	PLAN REF NO RS04 SHEET OF SHEETS
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T.32N. R.7E. SEC.12 W.M.

CURVE DATA					
P.I. STATION	DELTA	RADIUS	TANGENT	LENGTH	S
SR530 1967+59.45	08°03'47" LT	1400.00	98.67	197.02	5%
DW SW03 10+57.36	48°37'44" LT	75.00'	33.89'	63.66'	N/A
DW SW03 11+76.31	69°21'12" RT	75.00'	51.89'	90.78'	N/A
DW SW03 13+04.41	49°46'35" LT	150.00'	69.59'	130.31'	N/A



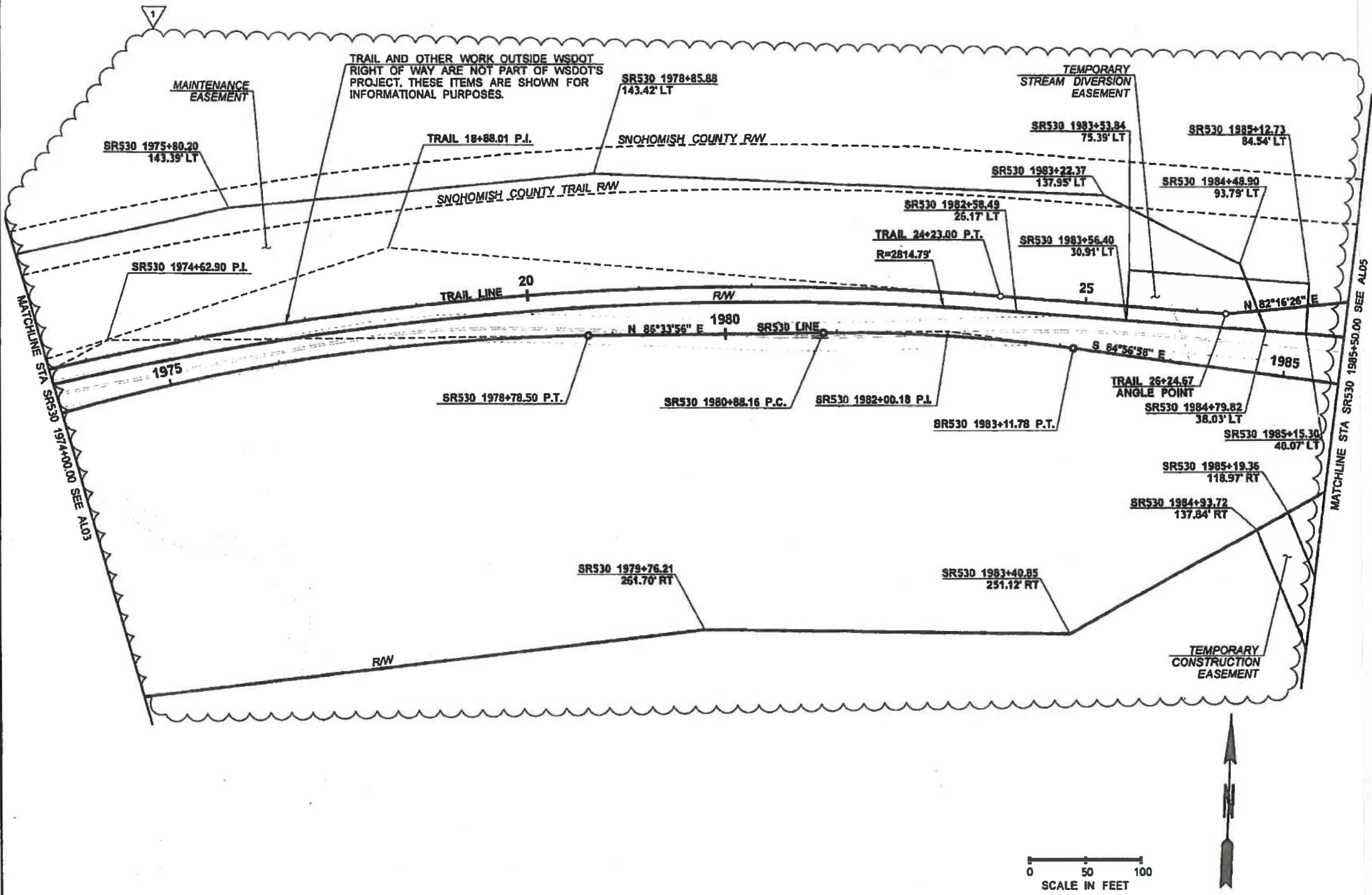
CONTRACT 8630
 CHANGE ORDER 4
 SHEET 8 OF 9

ATKINSON
 OCT 10 2014 *ELJ*
 RELEASED FOR CONSTRUCTION

FILE NAME	c:\pwworking\stottam\td0151237\c8630_PS_AL03.dgn			REGION NO.	STATE	FED.AID PROJ.NO.			SR530 SKAGLUND HILL VIC TO C-POST RD VIC EMERGENCY ROADWAY RECONSTRUCTION ALIGNMENT PLAN	PLAN REF NO
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DATE	10/8/2014			JOB NUMBER					SHEET	
PLOTTED BY	stottam			CONTRACT NO.	C8630				OF	
DESIGNED BY	C. WEEKS			REVISION	DATE	BY			SHEETS	
ENTERED BY	C. WEEKS			REV 1 - ROW UPDATE	10/10/14					
CHECKED BY	H. WEEKS			REV 0 - RELEASED FOR CONSTRUCTION	07/24/14					
PROJ. ENGR.	H. HUYNH			REV B - FINAL REVIEW	07/11/14					
REGIONAL ADM.	L. ENG			REV A - PRELIMINARY REVIEW	06/12/14					

T.32N. R.7E. SEC.12 W.M.

CURVE DATA					
P.I. STATION	DELTA	RADIUS	TANGENT	LENGTH	S
SR530 1974+62.90	27°16'57" RT	1780.00'	431.98'	847.58'	5%
SR530 1982+00.18	08°29'07" RT	1510.00'	112.02'	223.62'	5%
TRAIL 18+88.01	22°33'53" RT	2753.00'	549.22'	1084.21'	N/A



CONTRACT 8630
 CHANGE ORDER 4
 SHEET 9 OF 9

ATKINSON
 OCT 10 2014 *aw*
 RELEASED FOR CONSTRUCTION

FILE NAME	c:\pwworking\ins\atcttam\01512371C8630_PS_AL04.dgn			REGION NO.	STATE	FED.AID PROJ.NO.			SR530 SKAGLUND HILL VIC TO C-POST RD VIC EMERGENCY ROADWAY RECONSTRUCTION ALIGNMENT PLAN	PLAN REF NO
TIME	9:07:32 AM			10	WASH					AL04
DATE	10/8/2014			JOB NUMBER					SHEET	
PLOTTED BY	atottam			CONTRACT NO.	C8630				OF	
DESIGNED BY	C. WEEKS			LOCATION NO.					SHEETS	
ENTERED BY	C. WEEKS			REVISION	DATE	BY				
CHECKED BY	H. WEEKS			REV 1 - ROW UPDATE	10/10/14					
PROJ. ENGR.	H. HUYNH			REV 0 - RELEASED FOR CONSTRUCTION	07/24/14					
REGIONAL ADM.	L. ENG			REV B - FINAL REVIEW	07/11/14					
				REV A - PRELIMINARY REVIEW	06/12/14					