



ROAD DEPARTMENT

ADDENDUM NO. 1

HUNNELL RD: LOCO RD TO TUMALO RD

The Bidding Documents for the HUNNELL RD: LOCO RD TO TUMALO RD project are amended as follows:

BIDDING DOCUMENTS**INFORMATION FOR BIDDERS**

Replace Item No. 22: Pre-Bid Inquiries with the following:

- 22. Pre-Bid Inquiries.** Bidders with prebid inquiries shall contact Blaine Wruck, Transportation Engineer, in writing at blaine.wruck@deschutes.org or 61150 SE 27th Street, Bend, Oregon 97702.

SPECIAL PROVISIONS

In Section 00441.80: Measurement, replace the “Canal Crossing – 8” Private Quantities” and “Canal Crossing – 12” Private Quantities” with the following:

Canal Crossing – 8” Private Quantities:

Item	Quantity
8” HDPE Pipe.....	68 Foot
G-2 Catch Basin with Siphon Box Cover	1 Each
G-2 Catch Basin with Traffic Rated Gate	1 Each

Canal Crossing – 12” Private Quantities:

Item	Quantity
12” HDPE Pipe.....	48 Foot
G-2 Catch Basin with Siphon Box Cover	2 Each

Replace Section 0990.43(a): Microwave and Radar Detection Systems with the following:

00990.43 (a) Microwave and Radar Detection Systems

Install Radar Sign TC-1100 solar powered radar speed signs or equivalent according to manufacturer specifications at speed feedback system locations as shown on the Plans. The faceplate background on radar speed signs shall be yellow in color.

Program systems to display driver speeds greater than or equal to posted speeds. Program systems to display "SLOW DOWN" message with fast flash rate when driver speeds are greater than 5 mph over posted speeds.

BIDDING PLANS

Replace sheets CX05 and CX06 in the Bidding Plans with the following sheets, which are attached to this Addendum:

- Revised sheets CX05 and CX06
- Oregon Standard Drawings RD364, RD365 and RD376

BID REFERENCE DOCUMENTS

The following Bid Reference documents have been posted to the Agency website as of the date of this Addendum No. 1:

- VECTOR PDF PLANS
- CROSS SECTIONS

The Bidding Documents for the HUNNELL RD: LOCO RD TO TUMALO RD project are amended as described above.



 Coby Smith, PE
 County Engineer

November 15, 2022

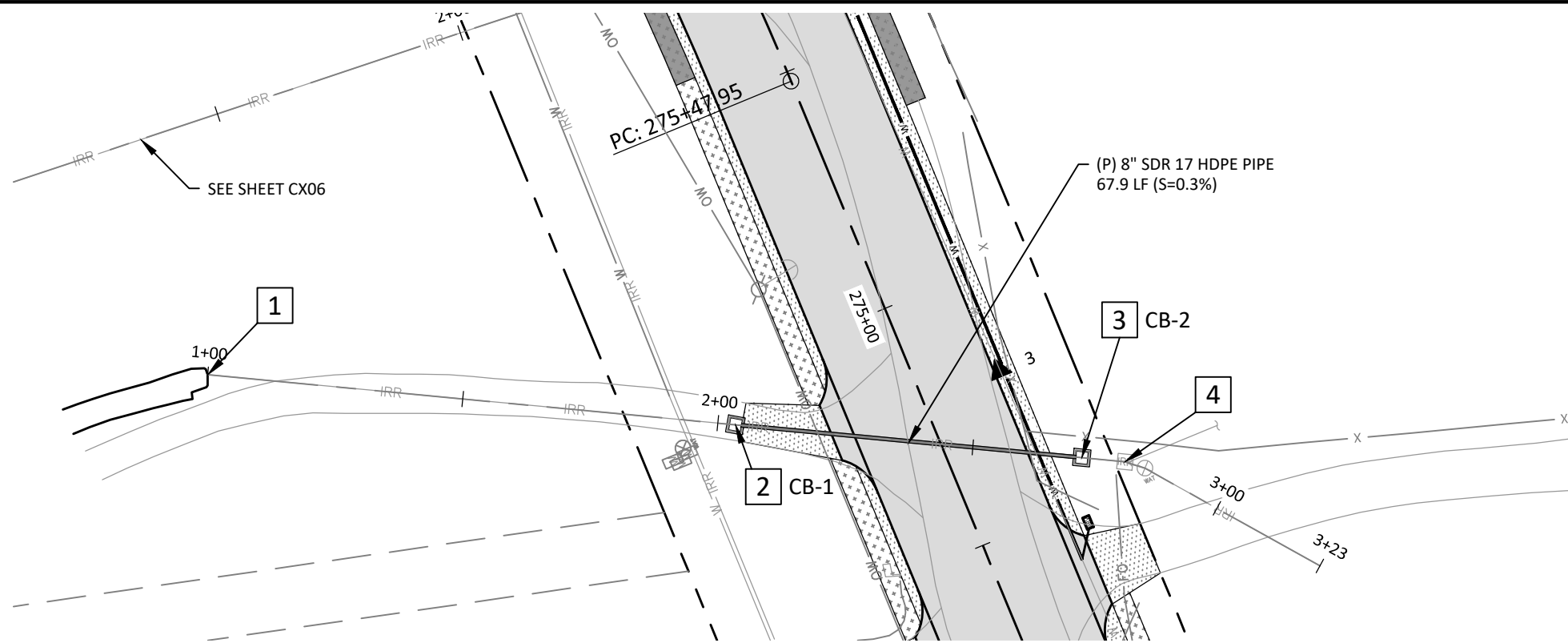
 Date

I acknowledge receipt of Addendum No. 1.

 SIGNATURE OF BIDDER

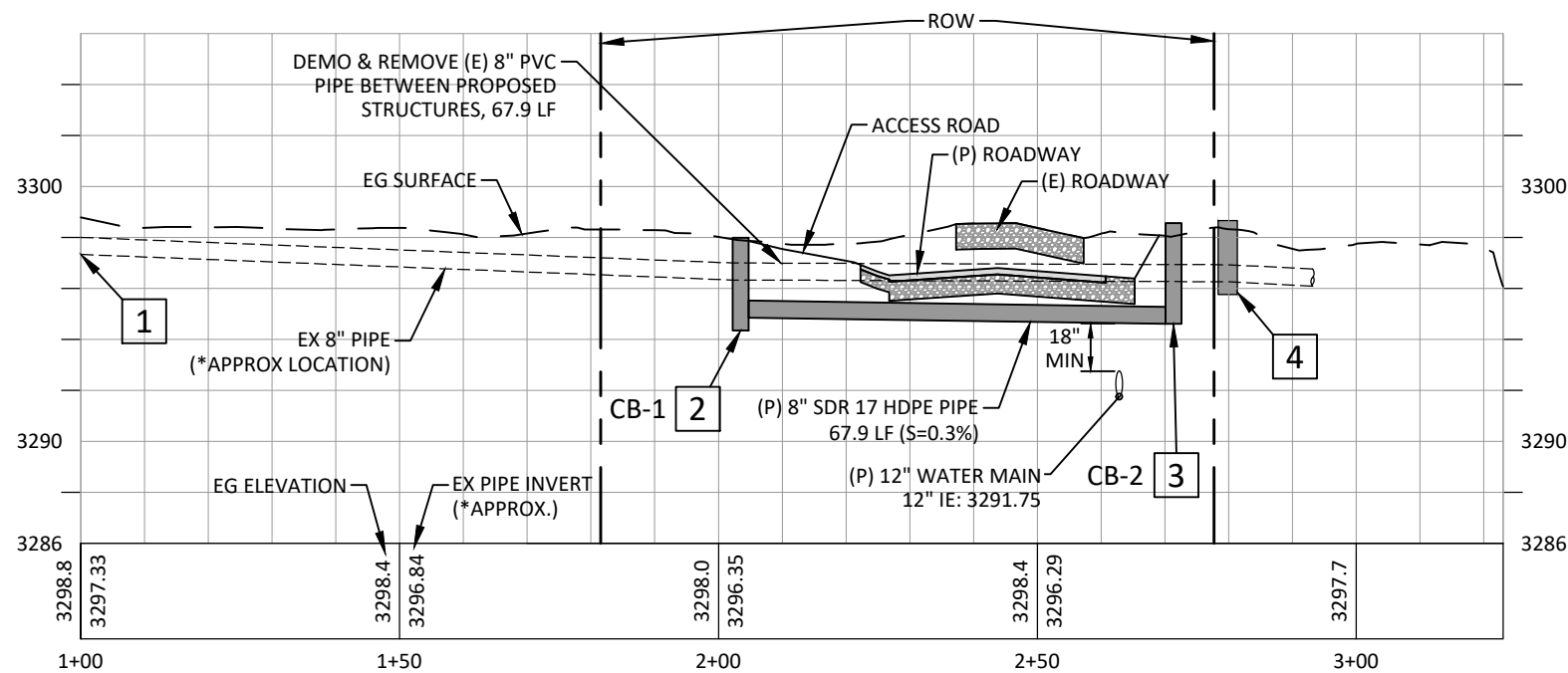
 Date

THIS ADDENDUM, EXCLUDING ATTACHMENTS, SHALL BE SIGNED AND SUBMITTED WITH THE BID PROPOSAL BY THE BIDDER.



8" IRRIGATION CROSSING - PLAN

SCALE: 1" = 30' (HORIZ.)



8" IRRIGATION CROSSING - PROFILE

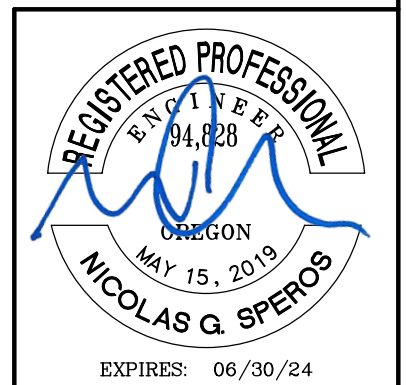
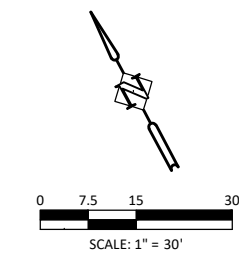
SCALE: 1" = 30' (HORIZ.)

SCALE: 1" = 8' (VERT)

IRRIGATION CANAL
CONSTRUCTION NOTES:

- EXISTING IRRIGATION SERVICE CONNECTION (APPROX LOCATION)
STA 1+00.00, 0.0' (PIPE) = STA 275+38.52, 127.1'L (HUNNELL RD)
EX 8" IE = *3297.33±
- CATCH BASIN CB-1
STA 2+03.46, 0.0' (PIPE) = STA 274+90.16, 35.6'L (HUNNELL RD)
CONSTRUCT G-2 CATCH BASIN WITH TRAFFIC RATED GRATE PER
ODOT STD DWG RD364 & RD365; CUT & CONNECT TO EXISTING
8" IRRIGATION SERVICE PIPE (WEST INVERT).
RIM = 3298.05
EX 8" IE-IN (W) = *3296.33±
8" IE-OUT (E) = 3294.85
6" SUMP = 3294.35
CONSTRUCT 67.9 LF 8" SDR 17 HDPE PIPE
@ S = -0.30% TO CB-2. SEE NOTE 3.
- CATCH BASIN CB-2
STA 2+71.36, 0.0' (PIPE) = STA 274+58.43, 24.4'R (HUNNELL RD)
CONSTRUCT G-2 CATCH BASIN WITH SIPHON BOX COVER PER
ODOT STD DWG RD364 & RD376; CUT & CONNECT TO
EXISTING 12" IRRIGATION SERVICE PIPE (EAST INVERT).
RIM = 3298.56
8" IE-IN (W) = 3294.61
EX 8" IE-OUT (E) = *3296.27±
(NO SUMP)
CONNECT TO EXISTING 8" PIPE THAT FLOWS SOUTHEAST TO
EXISTING JUNCTION BOX. SEE NOTE 4.
- EXISTING JUNCTION BOX
STA 2+79.87, 0.0' (PIPE) = STA 274+54.45, 31.9'R (HUNNELL RD)
RIM = *3298.66±
EX 8" IE-IN (W) = *3296.26±
EX 6" IE-OUT (E) = *3297.87±
EX 8" IE-OUT (SE) = *3296.24±

*NOTE:
LOCATION OF EXISTING PIPE IS APPROXIMATE.
CONTRACTOR TO VERIFY LOCATION, SIZE, AND
INVERTS OF EXISTING PIPE PRIOR TO CONSTRUCTION.



100% SUBMITTAL

CANAL CROSSING - 8" PRIVATE
HUNNELL ROAD: LOCO ROAD TO TUMALO ROAD PROJECT
DESCHUTES COUNTY, OREGON



2022.11.14	1	REVISE CB, ADD REFERENCE TO ODOT STD DWGS RD364, RD365, & RD376	DESIGNED:	HHPR TEAM
			DRAWN:	MD
			CHECKED:	NS
DATE	NO.	DESCRIPTION	DATE:	10.28.2022
R E V I S I O N S				

Harper Houf Peterson Righellis Inc.
ENGINEERS • PLANNERS
LANDSCAPE ARCHITECTS • SURVEYORS
250 NW Franklin Ave., Suite 404, Bend, OR 97703
phone: 541.318.1161 www.hhpr.com fax: 541.318.1141

SHEET NO.
CX05
JOB NO.
DCO-01

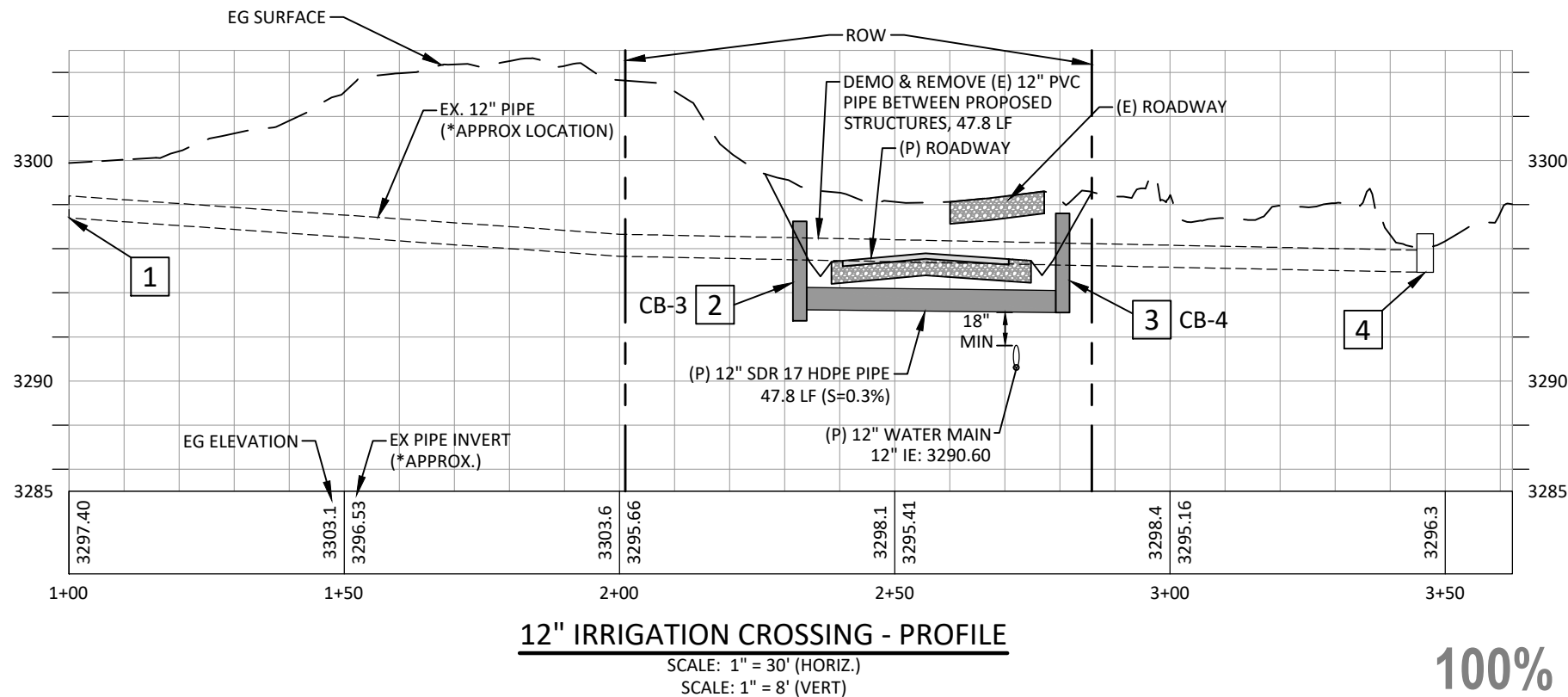
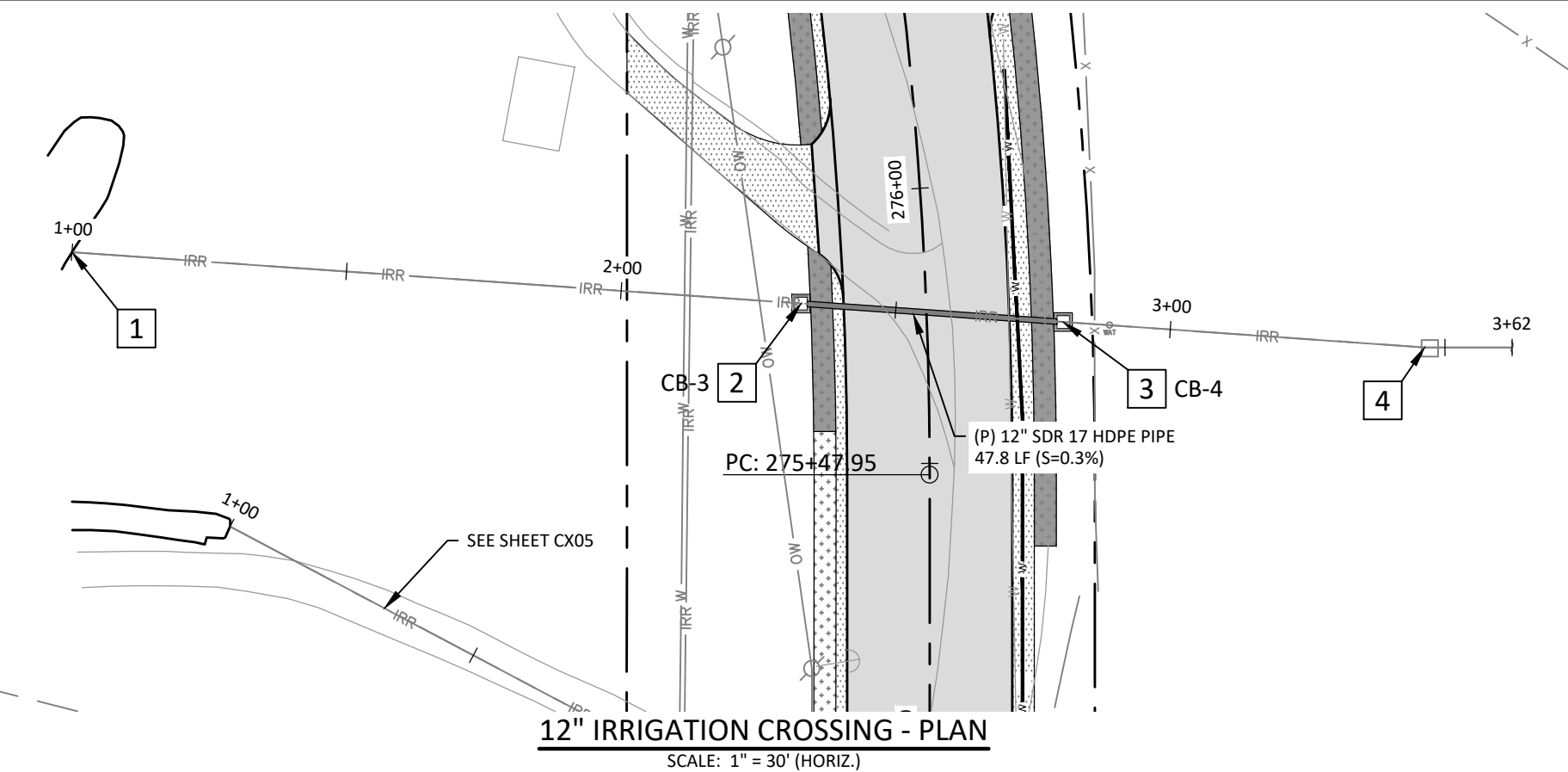
P:\03-Band\DCO (Deschutes County)\DCO-01 (Hunnell Road)\DWGS\Sheets\ DCO-01_CX Canal Crossing Details.dwg



2022.11.14	Δ	REVISE CB, ADD REFERENCE TO ODOT STD DWGS RD364, RD365, & RD376	DESIGNED:	HHPR TEAM
			DRAWN:	MD
			CHECKED:	NS
DATE	NO.	DESCRIPTION	DATE:	10.28.2022
R E V I S I O N S				

**Harper
Houf Peterson
Righellis Inc.**

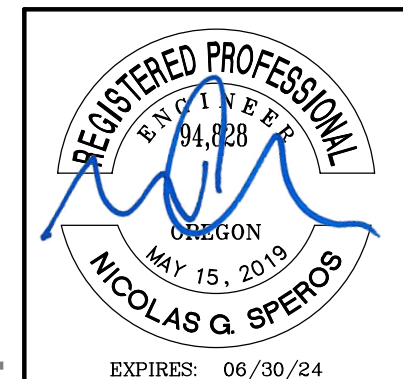
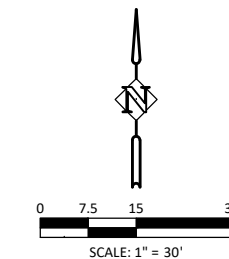
ENGINEERS*PLANNERS
LANDSCAPE ARCHITECTS*SURVEYORS
250 NW Franklin Ave, Suite 404, Bend, OR 97703
phone: 541.318.1161 www.hhpr.com fax: 541.318.1141



IRRIGATION CANAL CONSTRUCTION NOTES:

- EXISTING IRRIGATION SERVICE CONNECTION (APPROX LOCATION)
STA 1+00.00, 0.0' (PIPE) = STA 275+98.49, 154.5'L (HUNNELL RD)
EX 12" IE = *3297.40±
- CATCH BASIN CB-3
STA 2+32.74, 0.0' (PIPE) = STA 275+79.99, 22.7'L (HUNNELL RD)
CONSTRUCT G-2 CATCH BASIN WITH SIPHON BOX COVER PER
ODOT STD DWG RD364 & RD376; CUT & CONNECT TO EXISTING 12"
IRRIGATION SERVICE PIPE (WEST INVERT).
RIM = 3297.24
EX 12" IE-IN (W) = *3295.50±
12" IE-OUT (E) = 3293.24
6" SUMP = 3292.74
CONSTRUCT 47.8 LF 12" SDR 17 HDPE PIPE
@ S = -0.30% TO CB-4. SEE NOTE 3.
- CATCH BASIN CB-4
STA 2+80.50, 0.0' (PIPE) = STA 275+74.83, 24.7'R (HUNNELL RD)
CONSTRUCT G-2 CATCH BASIN WITH SIPHON BOX COVER PER
ODOT STD DWG RD364 & RD376; CUT & CONNECT TO
EXISTING 12" IRRIGATION SERVICE PIPE (EAST INVERT).
RIM = 3297.60
12" IE-IN (W) = 3293.10
EX 12" IE-OUT (E) = *3295.25±
(NO SUMP)
CONNECT TO EXISTING 12" PIPE THAT FLOWS EAST TO
EXISTING JUNCTION BOX. SEE NOTE 4.
- EXISTING JUNCTION BOX
STA 3+46.35, 0.0' (PIPE) = STA 275+68.66, 90.3'R (HUNNELL RD)
RIM = *3296.68±
EX 12" IE-IN (W) = *3294.93±

*NOTE:
LOCATION OF EXISTING PIPE IS APPROXIMATE.
CONTRACTOR TO VERIFY LOCATION, SIZE, AND
INVERTS OF EXISTING PIPE PRIOR TO CONSTRUCTION.

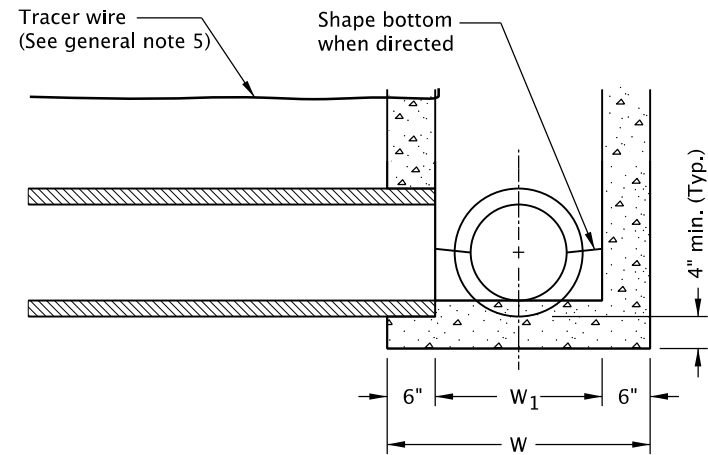


100% SUBMITTAL

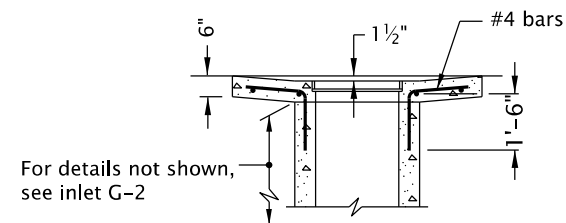
CANAL CROSSING - 12" PRIVATE
HUNNELL ROAD: LOCO ROAD TO TUMALO ROAD PROJECT
DESCHUTES COUNTY, OREGON

SHEET NO.
CX06
JOB NO.
DCO-01

rd364.dgn 20-JUL-2020



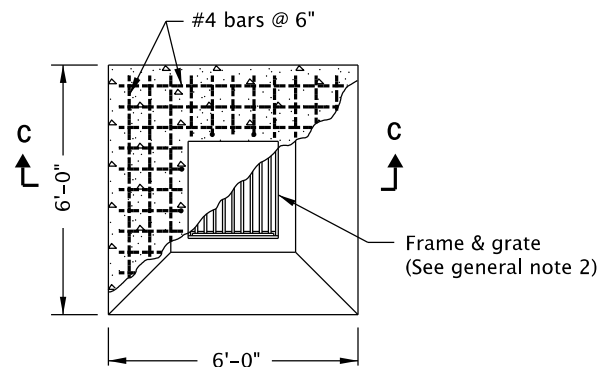
DETAIL A
WITHOUT SUMP



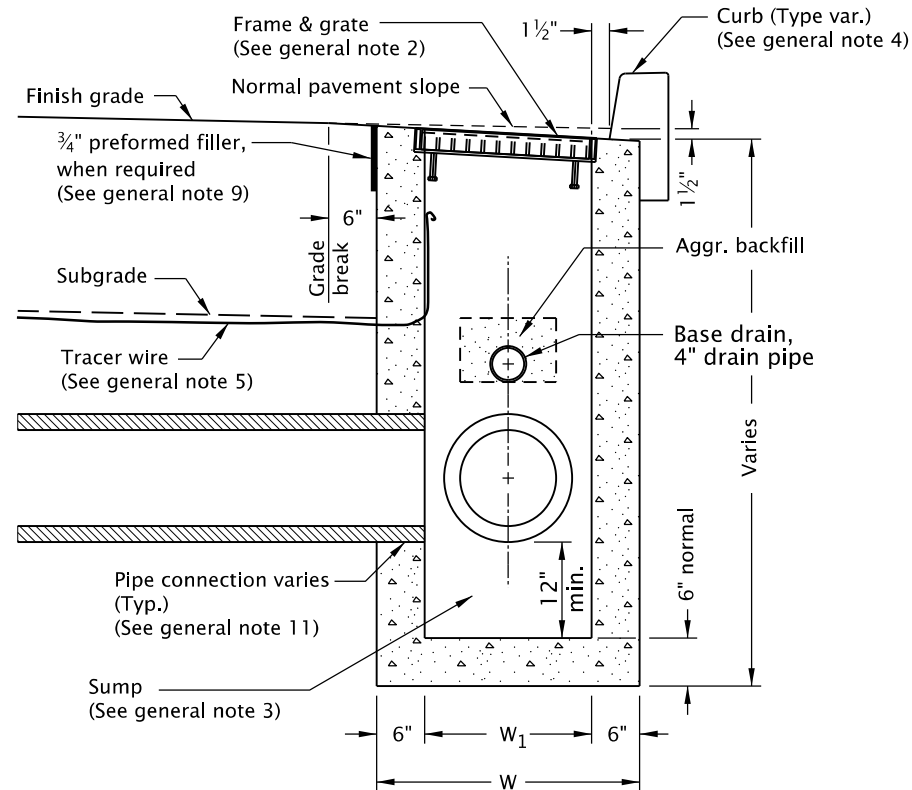
SECTION C-C

NOTE:

All reinforcement to be placed 2" clear of nearest face of concrete unless shown or noted otherwise



PLAN
TYPE G-2MA

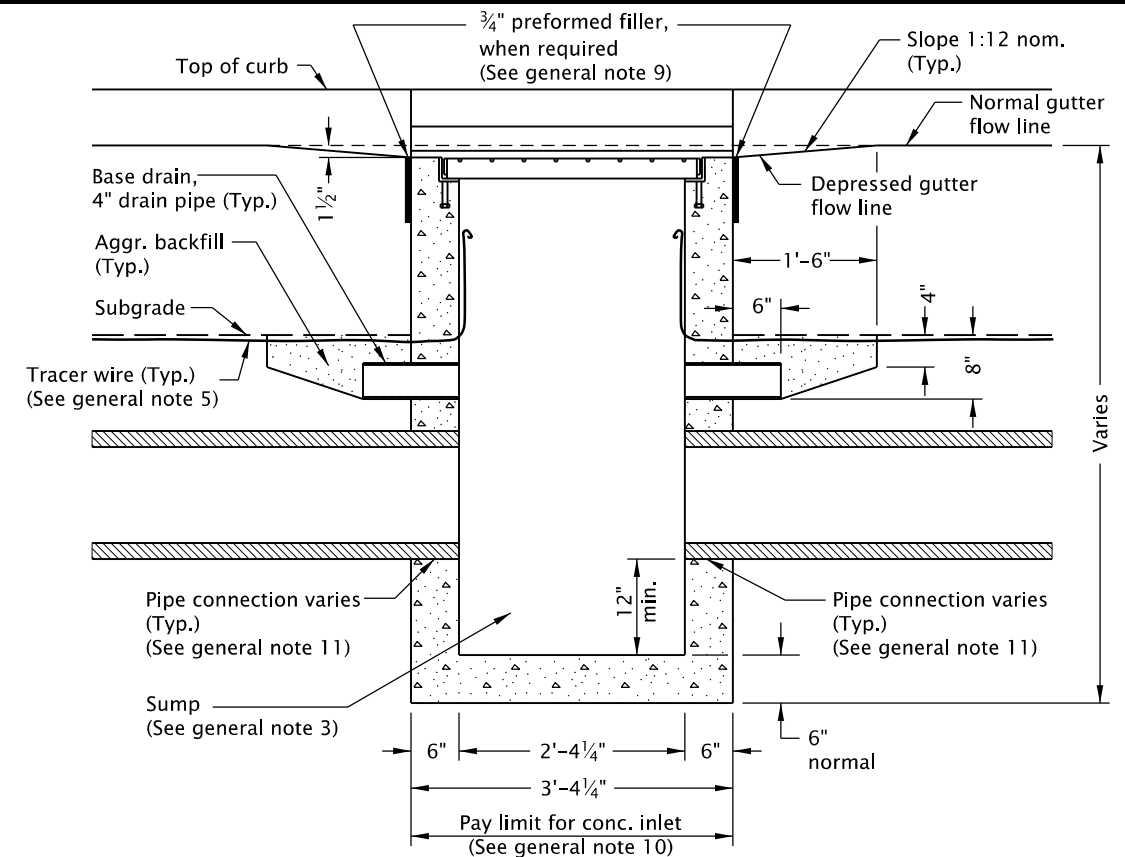


SECTION B - B

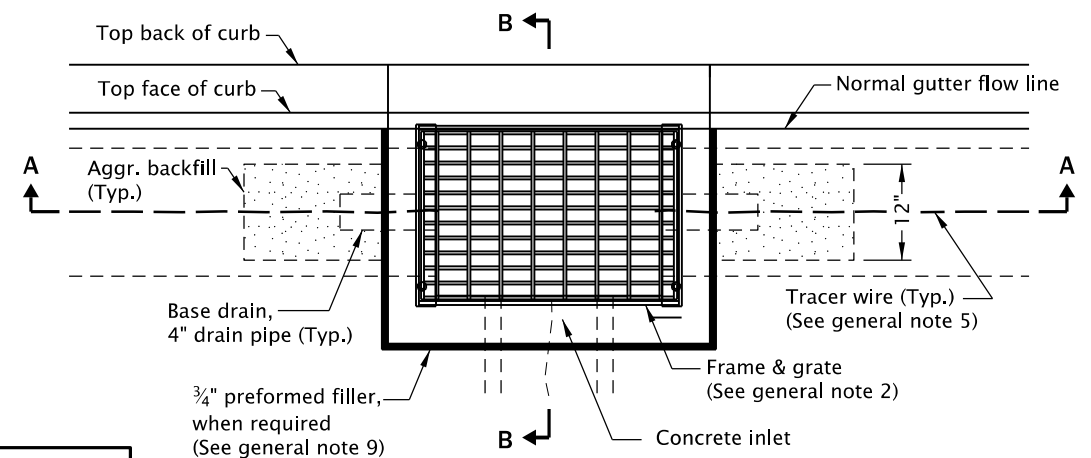
TABLE A		
INLET TYPE	W	W ₁
G-1	2'-8 ⁷ / ₈ "	1'-8 ⁷ / ₈ "
G-2, G-2M, G-2MA	3'-3 ³ / ₈ "	2'-3 ³ / ₈ "

GENERAL NOTES FOR ALL DETAILS ON THIS SHEET:

- Where precast inlets are used as an alternate to cast-in-place inlets, a 4" compacted leveling bed of sand or 1/4"-0 crushed aggregate shall be provided. All precast inlets shall conform to requirements of ASTM C913.
- Graphics show G-1 inlet with Type 2 grate. See Table A for inlet dimensions.
Type 1 grate allowed only in locations not subject to bicycle or pedestrian use.
For frame and grate details, see Std. Dwg. RD365.
- Provide sump only where shown on plans, and allowed by jurisdiction. See Detail A for inlet without sump.
- For curb details, see Std. Dwgs. RD700 & RD701.
- See Std. Dwg. RD336 for tracer wire details, or approved alternate.
- Max. pipe diameter varies with pipe material.
- Location, elevation, diameter, slope, and number of pipe(s) varies, see project plans.
- All concrete shall be commercial grade concrete.
- 3/4" preformed filler (in concrete pavement or gutter only) to extend through thickness of concrete.
- See Std. Dwg. RD363 for gutter transition section, when curb and gutter are required.
- See Std. Dwg. RD339 for pipe to structure connections.



SECTION A - A



PLAN
TYPE G-1, G-2, G-2M

CALC. BOOK NO. N/A

SDR DATE 21-JUL-2015

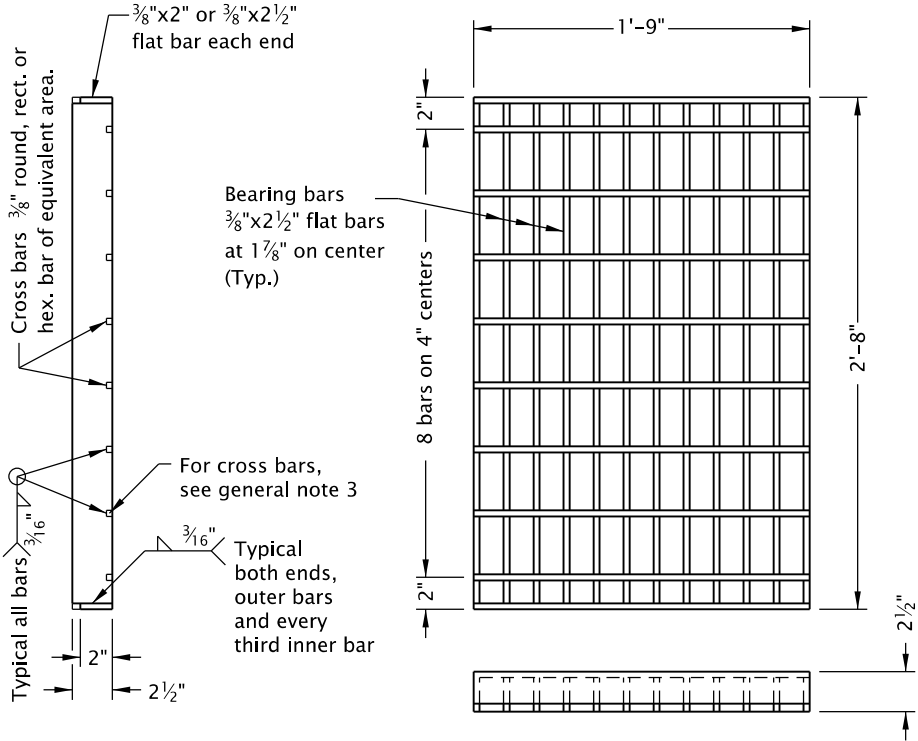
NOTE: All material and workmanship shall be in accordance with the current Oregon Standard Specifications

OREGON STANDARD DRAWINGS
CONCRETE INLETS
TYPE G-1, G-2, G-2M, & G-2MA

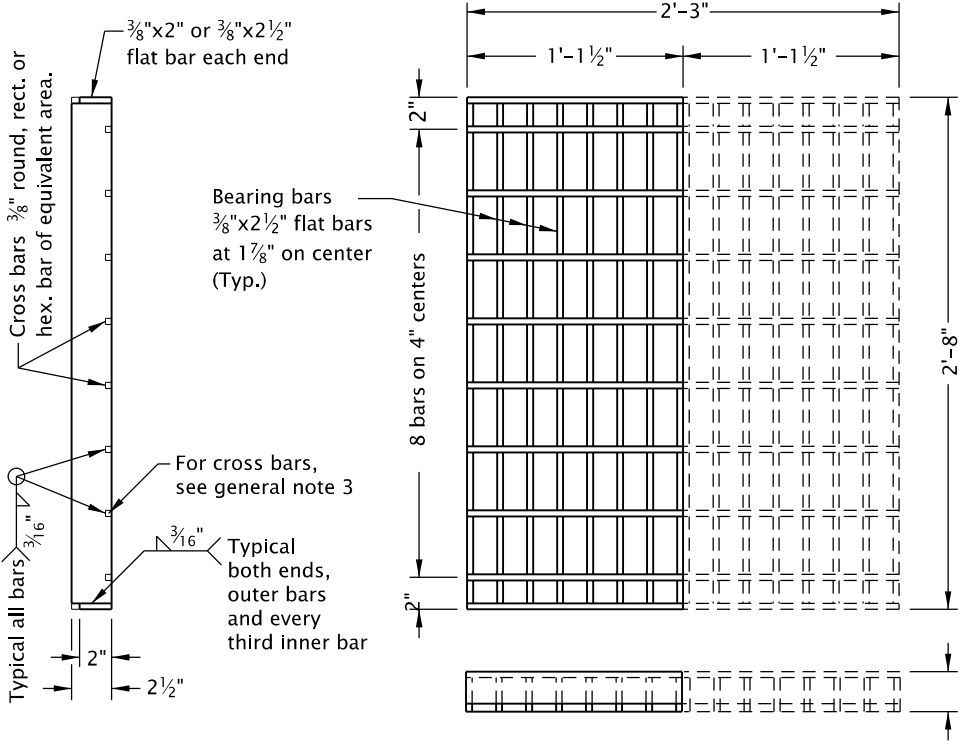
2021

DATE	REVISION	DESCRIPTION

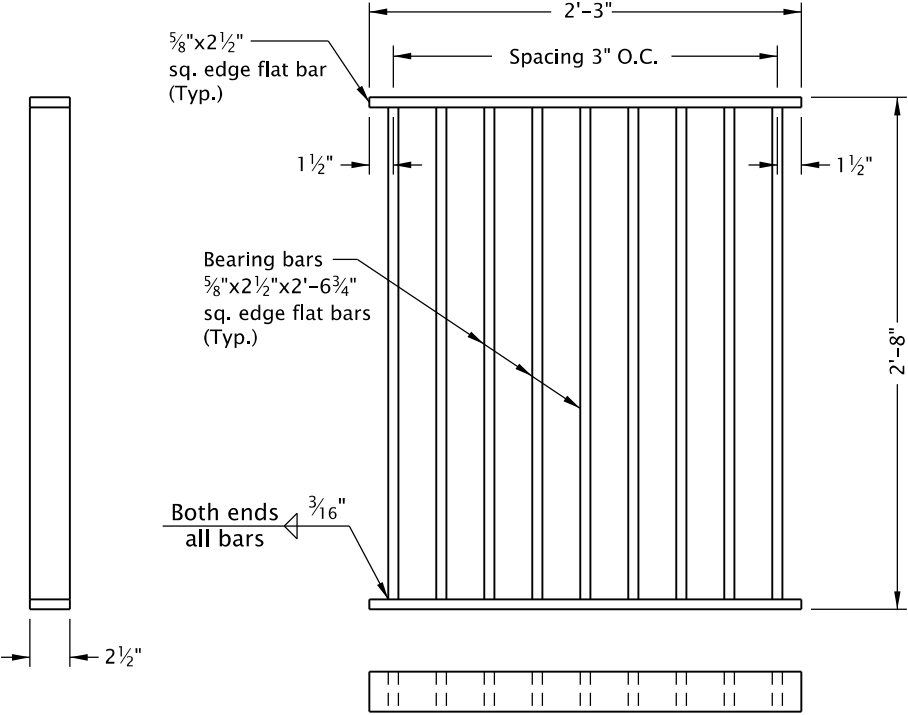
The selection and use of this Standard Drawing, while designed in accordance with generally accepted engineering principles and practices, is the sole responsibility of the user and should not be used without consulting a Registered Professional Engineer.



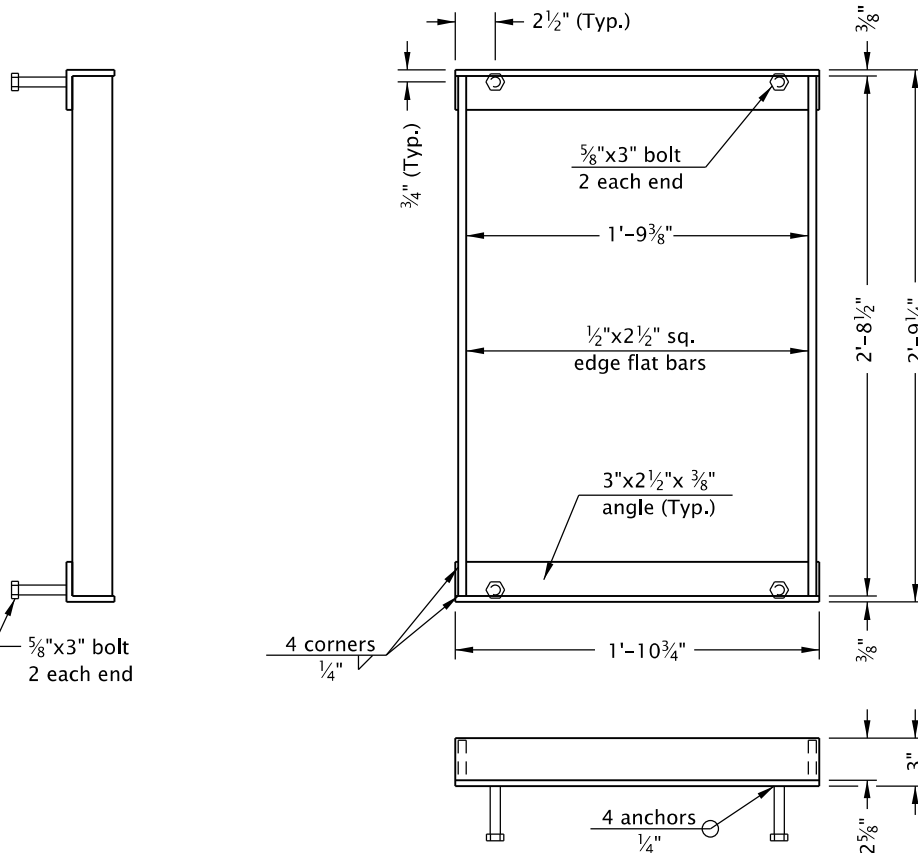
**G-1, CG-1 GRATE
(TYPE 2)**
(Bicycle-safe)



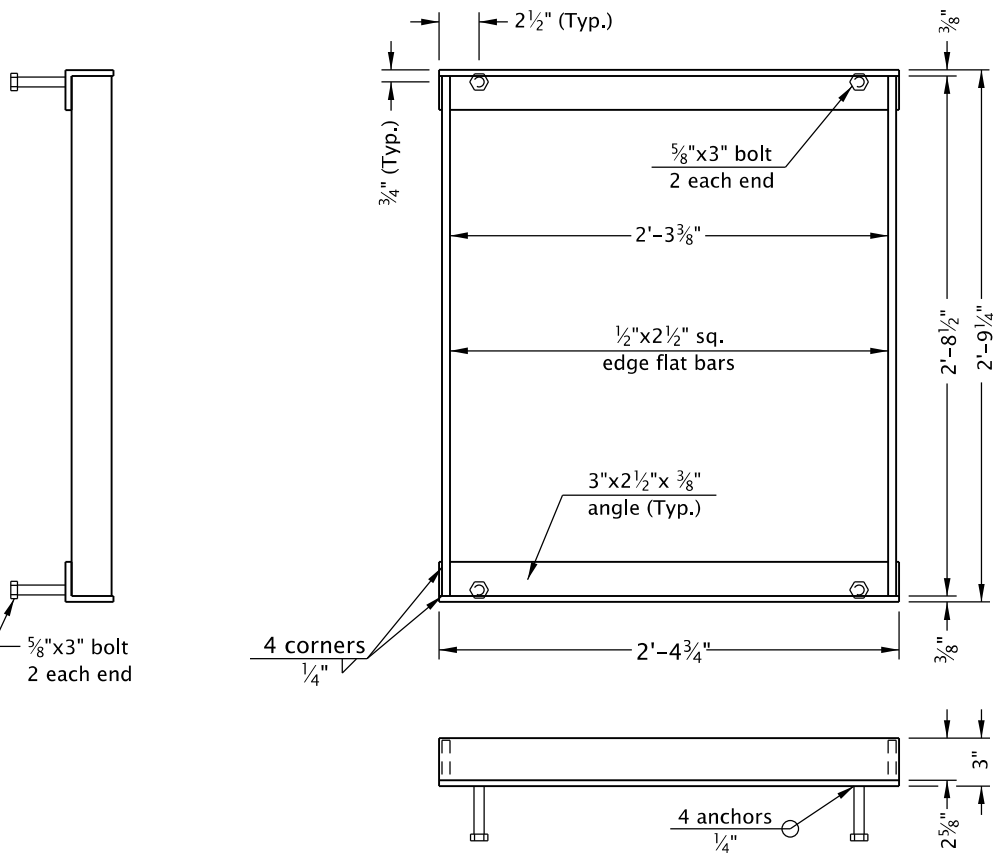
**G-2, G-2M, G-2MA, CG-2 GRATE
(TYPE 2)**
(Bicycle-safe)
(2 grates required per inlet, as shown)



**G-2, G-2M, G-2MA, CG-2 GRATE
(TYPE 1)**
(See general note 2)



G-1, CG-1 FRAME



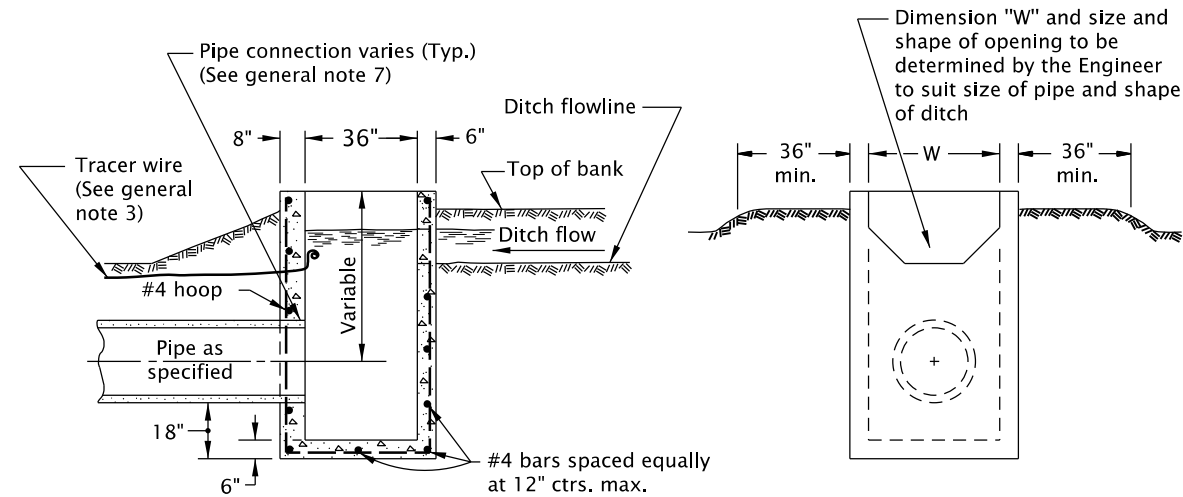
G-2, G-2M, G-2MA, CG-2 FRAME

GENERAL NOTES FOR ALL DETAILS ON THIS SHEET:

1. For inlet details, see appropriate inlet standard drawing(s).
2. Type 1 grate allowed only in locations not subject to bicycle or pedestrian use.
3. 3/8" cross bars shall be flush with the top of grate surface and may be fillet welded, resistance welded or electroforged to bearing bars.
4. Hot dip galvanize after fabrication.
5. Cast iron grate and frame are acceptable alternates. See ODOT's QPL.

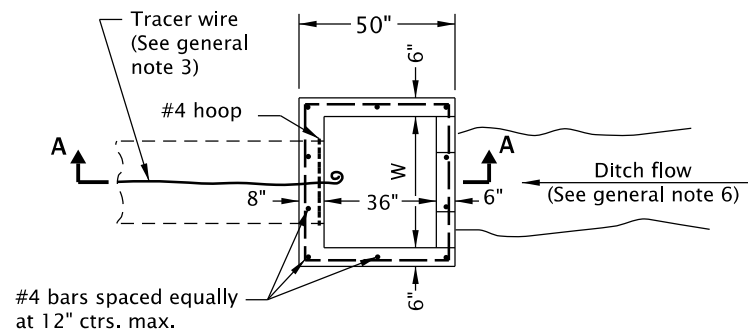
CALC. BOOK NO. <u>N/A</u>		SDR DATE <u>14-JUL-2014</u>	
<i>The selection and use of this Standard Drawing, while designed in accordance with generally accepted engineering principles and practices, is the sole responsibility of the user and should not be used without consulting a Registered Professional Engineer.</i>		NOTE: All material and workmanship shall be in accordance with the current Oregon Standard Specifications	
		OREGON STANDARD DRAWINGS	
		FRAMES & GRATES FOR CONCRETE INLETS	
		2021	
		DATE	REVISION DESCRIPTION

rd376.dgn 20-JUL-2020



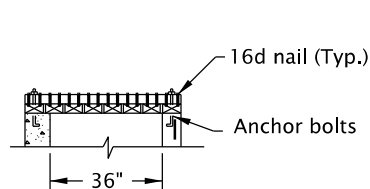
SECTION A-A

END VIEW

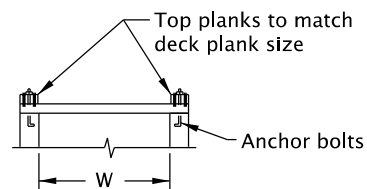


PLAN

SIPHON BOX

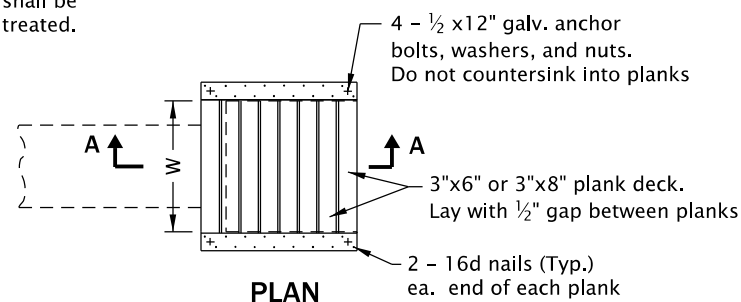


SECTION A-A



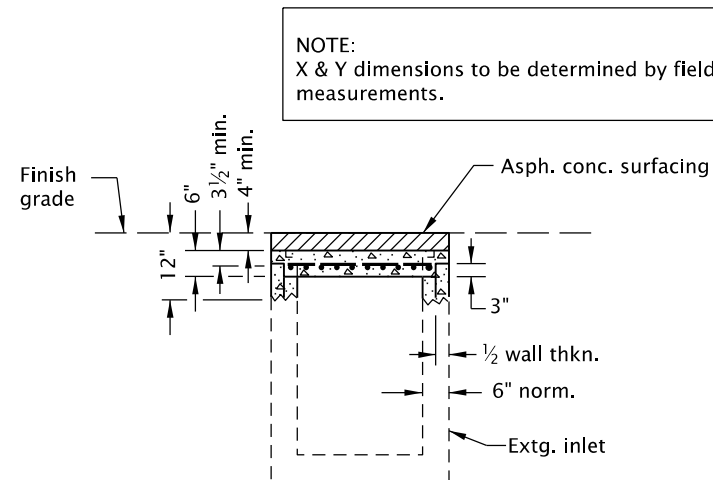
END VIEW

NOTE:
All wood shall be
pressure treated.



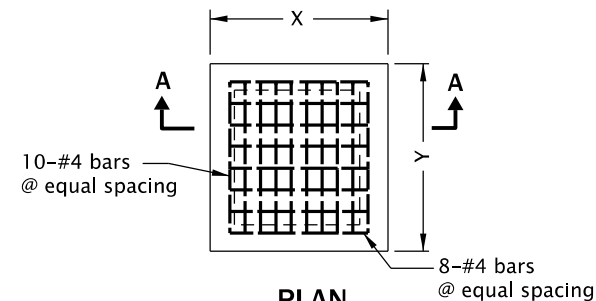
PLAN

SIPHON BOX COVER
SIPHON BOX AND COVER



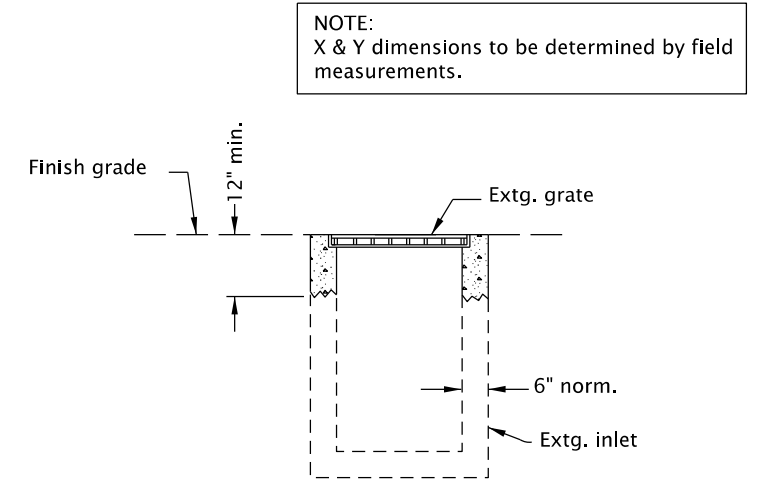
SECTION A-A

Place bars in concrete inlet
cap 1 1/2" min. clear of bottom
face of concrete and 3 1/2" min.
clear of top face of concrete.

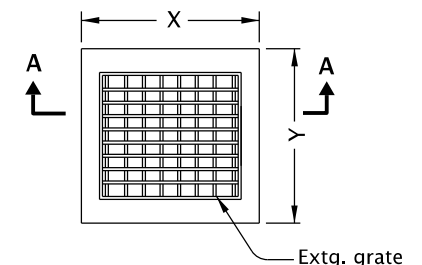


PLAN

CONCRETE INLET CAP



SECTION A-A



PLAN

ADJUST EXISTING INLET
(For details not shown, see Std. Dwg. RD366)

GENERAL NOTES FOR ALL DETAILS ON THIS SHEET:

1. All reinforcement to be placed a minimum of 2" clear of nearest face of concrete unless otherwise shown or noted.
2. If metal frame and grate is reqd, conform to details for Type 1 grate. Size frame and grate to match dimensions of siphon box used, see Std. Dwg. RD364.
3. See Std. Dwg. RD336 for tracer wire details.
4. Max. pipe diameter varies with pipe material.
5. All precast products shall conform to requirements of ASTM C913.
6. Alignment of ditch, siphon box, and pipe varies, see project plans.
7. See Std. Dwg. RD339 for pipe to structure connections.

CALC. BOOK NO. N/A

The selection and use of this Standard Drawing, while designed in accordance with generally accepted engineering principles and practices, is the sole responsibility of the user and should not be used without consulting a Registered Professional Engineer.

SDR DATE 14-JUL-2014

NOTE: All material and workmanship shall be in accordance with the current Oregon Standard Specifications

**OREGON STANDARD DRAWINGS
MISCELLANEOUS
DRAINAGE STRUCTURES
SIPHON BOX, INLET CAP &
INLET ADJUSTMENT**

2021

DATE	REVISION	DESCRIPTION