



# Sudden Valley Community Association

360-734-6430

4 Clubhouse Circle Bellingham, WA 98229

[www.suddenvalley.com](http://www.suddenvalley.com)

## **Finance Committee Regular Meeting**

September 18th, 2024, 6:30 PM, REMOTE via Zoom

---

Call to Order

Land Acknowledgement & Anti-Racism Statement

Roll Call

Item 1) Adoption of Agenda

Item 2) Announcements

Item 3) Property Owner Comments – 15 minutes Total

*Please note that comments are limited to 3 minutes per person*

Item 4) Financial Report – July Financials

Item 5) New Business

5a. Capital Request – #2 Golf Bridge Repair

Adjournment



# Sudden Valley Community Association

360-734-6430

4 Clubhouse Circle Bellingham, WA 98229

[www.suddenvalley.com](http://www.suddenvalley.com)

## CAPITAL REQUEST MEMO

**To:** Sudden Valley Community Association Board of Directors  
**From:** Jo Anne Jensen, General Manager  
**Date:** September 26th, 2024  
**Subject:** Capital Request – #2 Golf Bridge Repair

---

### Purpose

To request capital funds for the repair of the #2 Golf bridge.

### Background

On July 8<sup>th</sup>, 2024, SVCA received a report summarizing the results from Integrity Structural Engineering's biannual (every two years) Golf Course bridge inspection. This report evaluated four of the eight bridges to be in Excellent or Good condition, while three bridges were deemed Fair and one bridge, #2, was found to be in Poor condition.

The report included maintenance recommendations which were immediately added to the work list maintained by Turf Care Superintendent, Greg Wadden. The repairs recommended for the #2 bridge included adding steel beams to support 4, 10" x 16" timber girders whose condition has degraded. This work is beyond the scope for the Turf Care team, so SVCA's Capital Project Manager, Tyler Andrews, was asked to prepare an estimate for installation of two steel beams.

### Analysis

SVCA proposes to install two new beams as per the drawing supplied by Integrity. These beams and other materials needed for installation will be purchased from Morse Steel Service. Stremler Gravel will complete the work under their on-call contract and PNW will provide supervision.

### Summary of Costs:

Item	Cost
Labor Costs	\$ 8,769.28
Equipment/Mobilization	\$ 3,856.96
Materials	\$ 9,046.24
Subtotal	\$ 21,672.48
Contingency – 10%	\$2,167.25
PNW Oversight	\$1,620.00
<b>Total</b>	<b>\$ 25,459.73</b>

In the Capital Repair and Replacement Reserve Fund Budget, The #2 Golf bridge is scheduled for \$74,012 of repairs in 2033. Spending a much smaller amount now, as well as implementing the recommended maintenance for all the golf course bridges, is a prudent approach to ensuring that the bridges are maintained in the best possible condition for the smallest outlay.



# Sudden Valley Community Association

360-734-6430

4 Clubhouse Circle Bellingham, WA 98229

[www.suddenvalley.com](http://www.suddenvalley.com)

## Requests

Request that the Board of Directors approve \$ 25,459.73 from CRRRF for repairs to the #2 Golf bridge.

## Motions

Move that the Board of Directors approve \$ 25,459.73 from CRRRF for repairs to the #2 Golf bridge.

## Approvals

Recommended: \_\_\_\_\_ Not Recommended: \_\_\_\_\_ SVCA Finance Committee

Approved: \_\_\_\_\_ Not Approved: \_\_\_\_\_ SVCA Board of Directors

Signed: \_\_\_\_\_ Date: \_\_\_\_\_

Keith McLean, SVCA Board President



# Memo

**Date:** July 8, 2024

**To:** Mr. Tyler Andrews, PNW Civil, Inc. / Sudden Valley Community Association Board

**From:** Ken Wilson, PE SE, Integrity Structural Engineering, PLLC *KW*

**RE:** Sudden Valley Golf Course Bridges Inspection and Reporting

This memo contains the summarized field inspection observations for the eight (8) Sudden Valley Golf Course Bridges. The Bridges are each numbered and labeled in the order of their inspection (see Figure 1, below) and follows the inspection reporting layout from February 2022. Field sketches were modified relative to the past inspection and photographic figures are included as Appendix A. Condition summary is included in Table 1 below along with maintenance recommendations. Appendix B includes GC BR 2 the recommended repair Plan & Details.



**Figure 1** Golf Course Bridge Location Map

### Inspection Summary

Bridge inspection commenced before tee off of the first groups and was completed ahead of the golfers without interference. The golf course bridges are used primarily for pedestrian and golf cart access, but importantly include access and use by maintenance equipment. This loading is expected to be limited to Cushman type personnel/equipment carriers, mowers, and infrequent light pick-up trucks. Bridge 6 (*GC BR 6*) is a new structure, stated as designed to HL-93 loading, and therefore can be used by any legal highway truck or loading. Any larger necessary maintenance loading access north of Austin Creek should only cross *GC BR 6*.

BRIDGE	TYPE	BRIDGE WIDTH	Approx SPAN	GENERAL CONDITIONS	MAINTENANCE RECOMMENDATIONS
<i>GC BR 1</i>	Glulam Timber (10.5x16.75)	10' (Transv. 4x10s)	36.5'	Good	<ul style="list-style-type: none"> <li>Repair utility/conduit holes in approach fill</li> <li>Remove wet soil on concrete seat below</li> <li>Unbolt flood gage connection to bridge</li> </ul>
<i>GC BR 2</i>	Sawn Timber (10x16)	18.17' (Transv. 4x10s)	35.67'	Poor	<ul style="list-style-type: none"> <li>Remove wet soil on concrete seats below</li> <li>Repair broken curb on NW corner</li> <li>Repair north Abutment Scour hole (~5')</li> <li>Correct three broken irrigation line supports</li> <li>Add Steel Beam &amp; monitor exterior gir timber splits</li> <li>Add longitudinal running boards to better distribute maintenance vehicle loading</li> <li>Raise utilities to above bottom of girders (future)</li> </ul>
<i>GC BR 3</i>	Sawn Timber Spliced (10x16)	10' (Transv. 4x10s)	41.33'	Fair	<ul style="list-style-type: none"> <li>Remove wet soil contact to wood on concrete seat and below south girder supports</li> <li>Remove tree growing on NE girder seat</li> <li>Repair loose SW chamfer support deck boards</li> </ul>
<i>GC BR 4</i>	Glulam Timber (10.5x16.5)	10' (Transv. 4x10s)	34.83'	Good	<ul style="list-style-type: none"> <li>Repair utility/conduit hole at SE approach fill</li> <li>Remove wet soil on concrete seat below</li> <li>Repair south approach paving hole</li> </ul>
<i>GC BR 5</i>	Steel Box Car	8' Corr. & Conc.	52.25'	Good	<ul style="list-style-type: none"> <li>Repair missing curb connectors and add splice plate between adjacent ends of curb rails</li> <li>Repair utilities support to permanent hangers</li> <li>Remove blackberries growing &amp; repair erosion</li> </ul>
<i>GC BR 6</i>	New Steel Girder Br	16' Corr. & ACP	50'	Excellent	<ul style="list-style-type: none"> <li>Monitor SW scour repair fiber matts</li> <li>Remove NW upstream tree blocking floodway</li> </ul>
<i>GC BR 7</i>	Glulam Timber (repaired)	10.08' (Transv. 4x10s)	35.08'	Fair	<ul style="list-style-type: none"> <li>Remove wet soil on concrete seat below</li> <li>Repair two broken conduits &amp; supports</li> <li>Remove blackberries growing below bridge</li> <li>Add scour protection at bridge SW &amp; NE corners</li> <li>Add woody debris erosion protection to upstream creek edges that are unraveling &amp; loose</li> </ul>
<i>GC BR 8</i>	Steel Box Car	8' Longit Timber	34.92'	Fair	<ul style="list-style-type: none"> <li>Replace soft timber decking at east end</li> <li>Remove wet soil on concrete seat below</li> </ul>

**Table 1 Golf Course Bridge & Maintenance Listing**



*Inspection Discussion*

**GC BR 1** is in good structural condition. The timber girders and timber deck function satisfactorily and appear to provide adequate flood clearance with no impacts to the bridge girders from floating materials observed. A new flood gage is embedded within the creek, but is currently bolted to the timber girders. This top bolt connection must be unbolted as flooding large woody debris will catch on the vertical pole in the creek impacting the bridge and may likely damage or washout the bridge during flooding. Concrete substructure is in good condition and alignment with no observed concerns. Adequate rip rap scour protection was in place, some rock should be adjusted by hand as moved from recent high flows, but protection systems were in place and functioning. Holes in the approach fill for utility/conduit work should be repaired.

**GC BR 2** is a much wider bridge at 18'-2" out-to-out and functions as the primary route for patron golf carts and equipment crossings. The superstructure is supported by four (4) timber rough sawn 10"x16" girders, but is in poor condition as the two west girders have splits and the central west girder contains internal decay and support crushing. Sagging is apparent at the west exterior of the bridge (see photos) and a Repair Plan & Detail is included in **Appendix B**. All utility support is focused on the west exterior girder and the three utility support anchors pulled free during the last major flooding still require repair. Furthermore, wet soil must be removed from the concrete bearing seats as it has impacted the girders causing timber decay. Review of the foundations shows the concrete piers in good condition, except for a needed north abutment scour hole repair. Adequate riprap protection is in place, but hand adjustment of the rock to correct shifting during the last flooding is recommended. The curb railing also remains damaged at the northwest corner and must be replaced. Irrigation utilities are located more than 2-feet below the bottom of the girder and in the future should be adjusted up to locate in between the girders to improve the creek's floodway and share the weight between girders.

**GC BR 3** this bridge is the longest timber structure at 41'-4" and is about 5-feet longer than the next timber bridge on the golf course system. The two girders for this bridge were inspected in fair condition with no defects or decay noted and each have a unique 16-foot over lapping four bolt splice. This bridge also has the largest vertical flood clearance at approximately 8'-6" between the bottom of girder and water surface. The triangular southwest corner deck system is currently starting to loosen (see photo) and should be repaired to continue to augment the cart path width and facilitate cart movement. Wet soil has accumulated against the timber supports at this south end of structure and must be moved away from the existing timbers. A tree and other plant material have also grown on the north concrete seat impacting the timber girders and must be removed. The concrete substructure were in good condition with heavy riprap protection at the south abutment, while the north abutment is well back from the creek with more sparse riprap.

**GC BR 4** is a two (2) glulam girder system in good condition. The south east asphalt approach has a significant pothole that needs repair as well as a utility/conduit hole at the SE approach fill. The concrete substructures are also in good condition, but require continued maintenance to remove moist soil that is collecting on the pier seat against the existing timber girders. Moving the soil away it was discovered that carpenter ants were present at this bridge and using the moist soil to wood contact. Adequate riprap protection is present at both abutments and appeared effective.



**GC BR 5** is a narrow steel box car bridge in good condition. The superstructure system consists of two primary steel girders with numerous smaller transverse steel members and steel diaphragms supporting a galvanized corrugated deck with a thin 2-inch concrete deck fill. The concrete substructures were in good condition with small sized riprap and some adjacent upstream erosion noted at the SW and along the path at the NE corners. The existing bridge rail was struck by a cart or equipment near a joint recently causing misalignment and should be re-aligned with a simple screwed in place timber at the outside of the timber curb railing. Also, two conduits require minor repairs to reconnect and the main waterline is supported by temporary ropes that should be replaced with permanent steel straps. The small trees and blackberries growing below the bridge should be removed and maintained.

**GC BR 6** is a new four (4) steel girder bridge in excellent condition with a galvanized transverse corrugated deck filled with asphalt, and new timber hand rails and transitions. The substructure consists of precast concrete members and the girders are bolted to the concrete foundations and include elastomeric bearings in good alignment and position. The approach up to the bridge was significantly raised and the transitions of the asphalt approaches reworked. This bridge should be used as the primary crossing of Austin Creek for all maintenance vehicles. A new set of fiber erosion control mats and plantings has been incorporated into a previous flood caused scour hole at the SW corner immediately upstream of the bridge. This area should continue to be monitored. A tree on the NW upstream creek bank is growing in a way that diverts the creek into this area SW erosion repair causing scour and should be removed and replanted.

**GC BR 7** is a two (2) girder glulam timber bridge that was repaired successfully with a steel plate and rod clamping system of the south girder. The approach roadway to the bridge requires some additional gravel edge repair due to unraveling and additional asphalt to better match width of the existing bridge. The bridge supports a 6-inch utility irrigation line along the inside of the northeast girder and there are two smaller conduits that are currently in disarray with open wires and require repair. The accumulated moist soil/debris at both abutment seats should also be removed to maintain the girders in satisfactory condition. The substructure is in fair condition due to significant soil erosion at the southeast and northwest corners of the bridge where woody debris and other fill materials should be incorporated to correct the creek edge and protect against future unraveling.

**GC BR 8** is a narrow steel box car bridge in fair condition. The curbs were recently repaired, but the timber decking at the east end is soft, deteriorated, and in need of maintenance. Since last inspection, the conduit location was improved and mostly brought up onto edge of south girder, but still is within the floodway at the southeast corner and the plastic straps will become brittle in the sun and should be replaced with permanent steel straps along the girder. The substructure is in satisfactory condition. At the west abutment some rock and riprap is in place and the creek is flowing immediately along its face. The east abutment by contrast is located back from the creek and protected with adequate riprap and no scour is apparent.

## **APPENDIX A: Field Measurements, Notes, Sketches, & Photographic Figures**



**INTEGRITY  
STRUCTURAL  
ENGINEERING  
PLLC**

4124 Interlake Avenue North  
Seattle, Washington 98103  
Phone: (206) 547-1379  
Fax: (206) 547-1381

JOB SUDDEN VALLEY COURSE BRIDGES

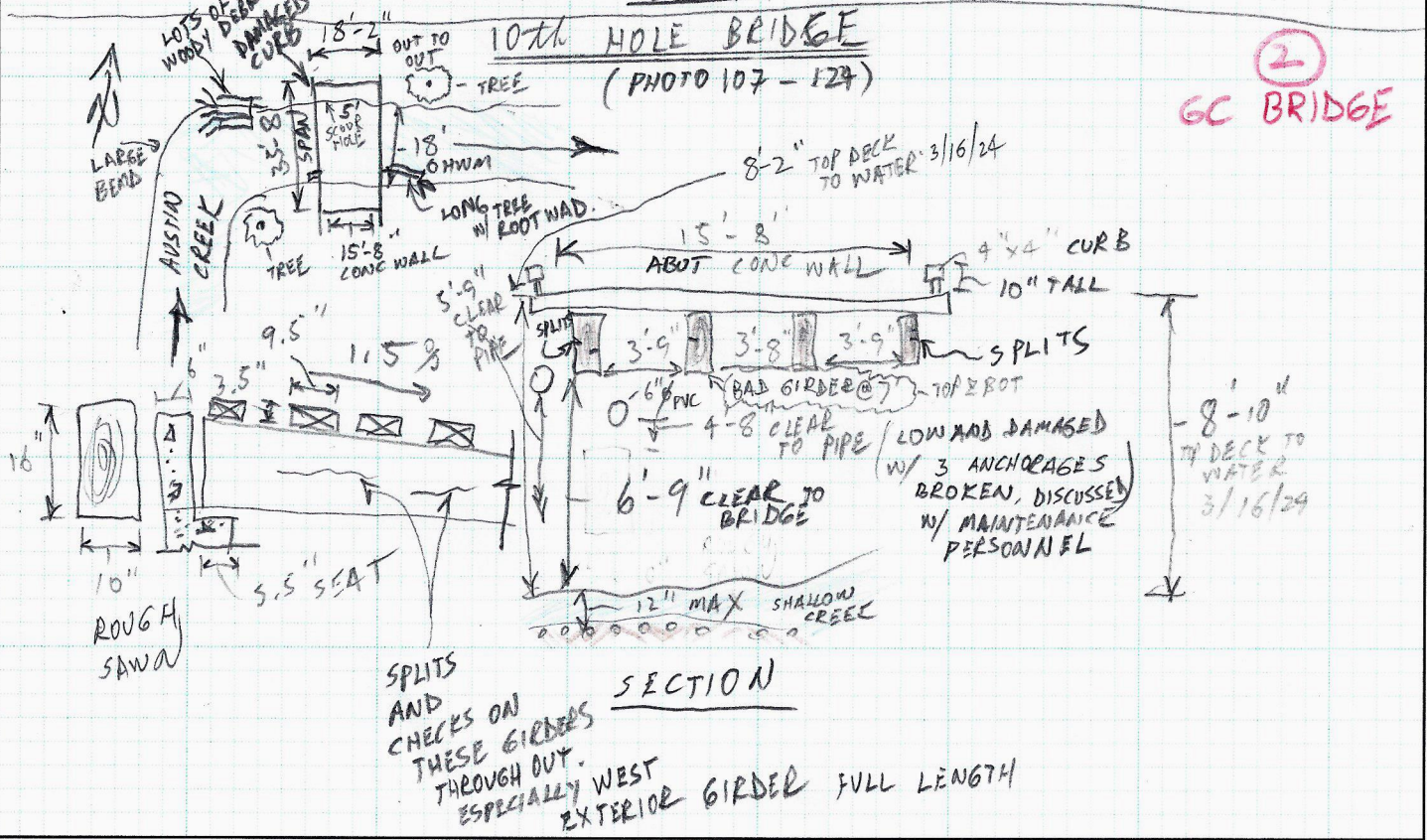
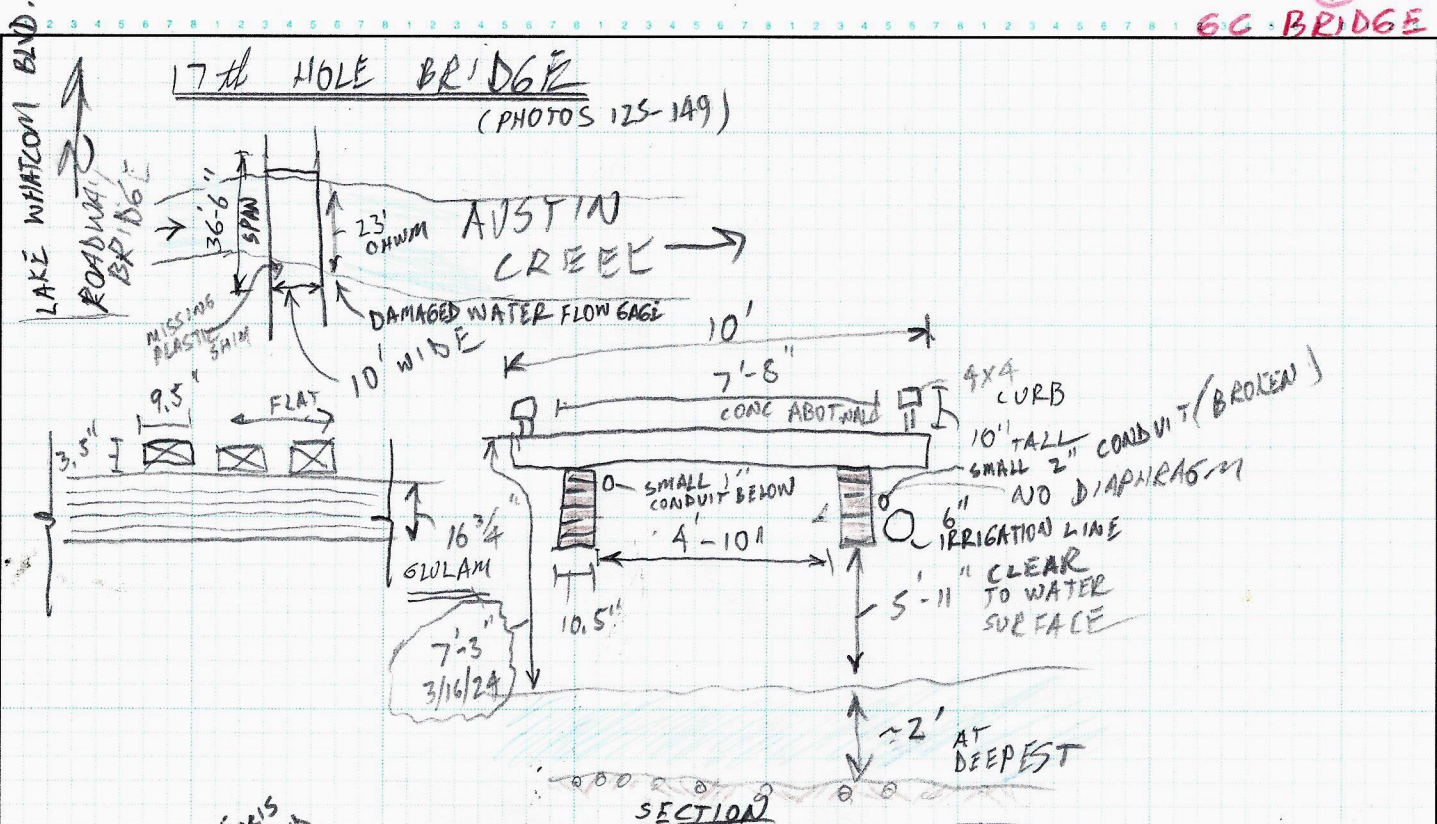
SHEET NO. 1 OF 5

CALCULATED BY RMMW DATE 11/22/21

CHECKED BY \_\_\_\_\_ DATE 3/16/24

SCALE \_\_\_\_\_

①  
**GC BRIDGE**



②  
**GC BRIDGE**



**INTEGRITY  
STRUCTURAL  
ENGINEERING  
PLLC**

4124 Interlake Avenue North  
Seattle, Washington 98103  
Phone: (206) 547-1379  
Fax: (206) 547-1381

JOB SUDDEN VALLEY COURSE BRIDGES

SHEET NO. 2 OF 5

CALCULATED BY [Signature] DATE 11/22/21

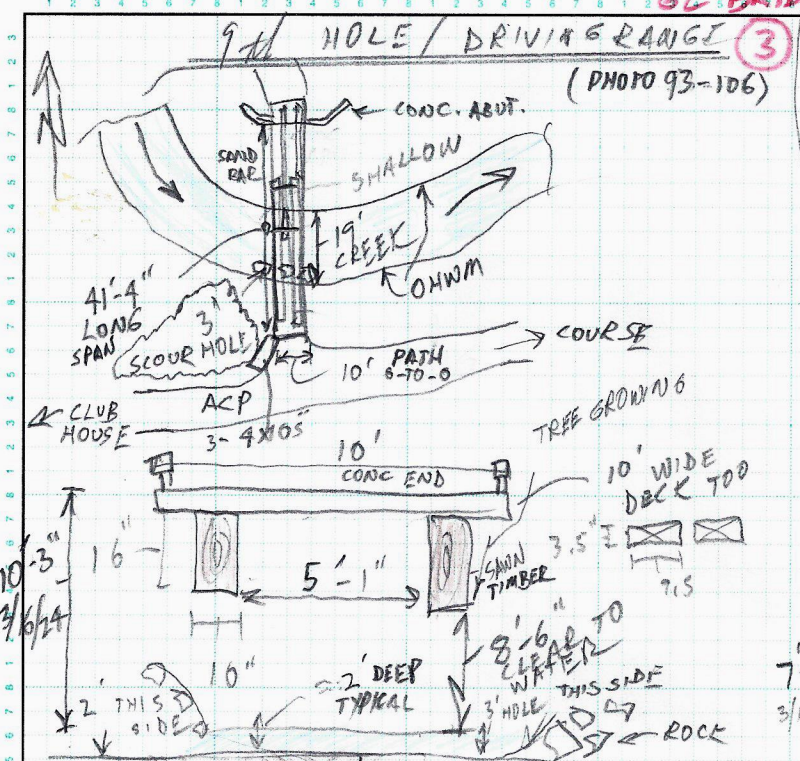
CHECKED BY \_\_\_\_\_ DATE 3/16/24

SCALE \_\_\_\_\_

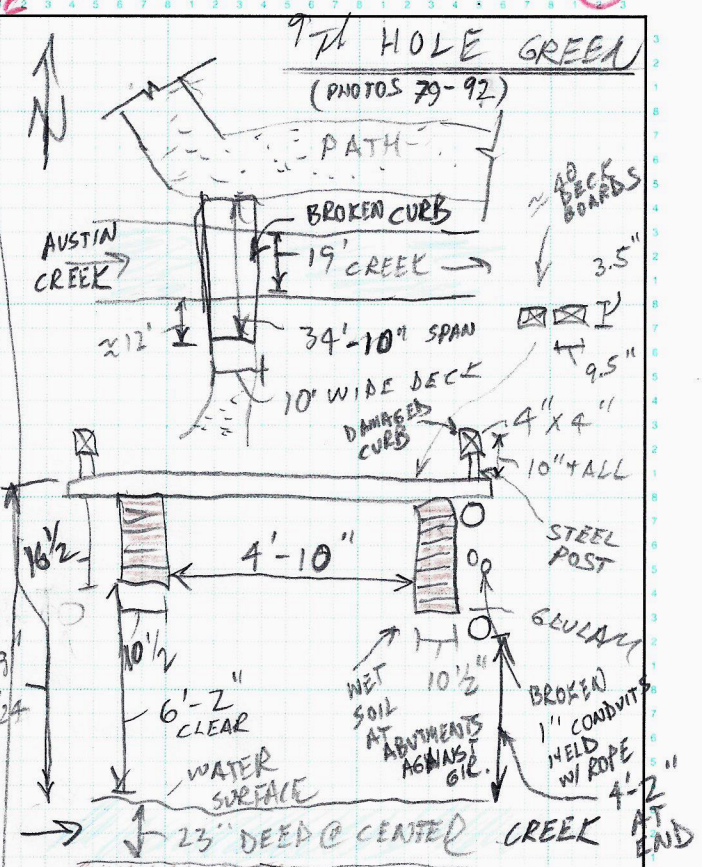
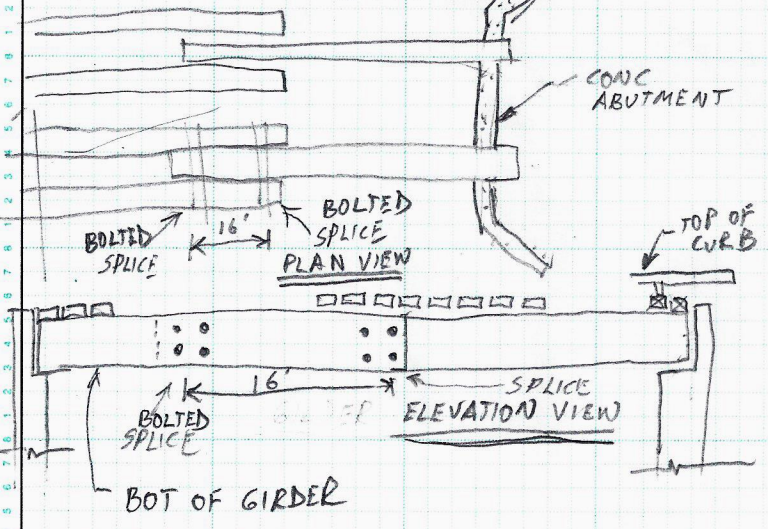
**VERIFIED/UPDATED  
[Signature]**  
**GC BRIDGE  
(4)**

**FIELD NOTES:**

**GC BRIDGE**



**SECTION  
(LOOKING AT SOUTH PIER)**



**SECTION  
(LOOKING NORTH)**







**INTEGRITY  
STRUCTURAL  
ENGINEERING  
PLLC**

4124 Interlake Avenue North  
Seattle, Washington 98103  
Phone: (206) 547-1379  
Fax: (206) 547-1381

JOB SUDDEN VALLEY COURSE BRIDGES

SHEET NO. 5 OF 5

CALCULATED BY KAWAN DATE 11/22/21

CHECKED BY \_\_\_\_\_ DATE VERIFIED/UPDATED  
3/16/24 KAW

SCALE \_\_\_\_\_

**GC BRIDGE**  
**(8)**

**FIELD NOTES:**

**GC BRIDGE**

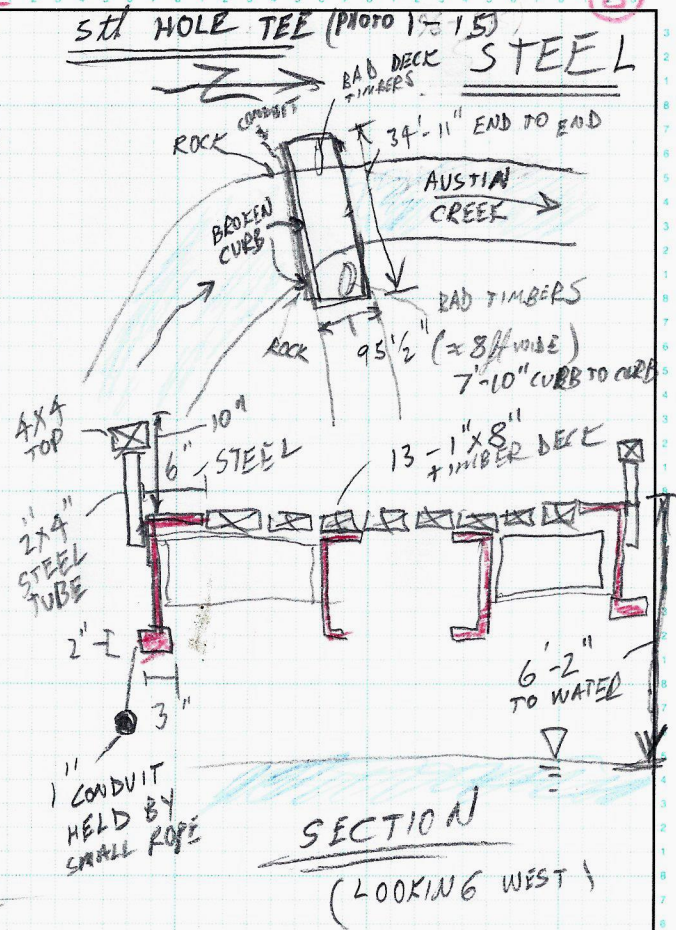
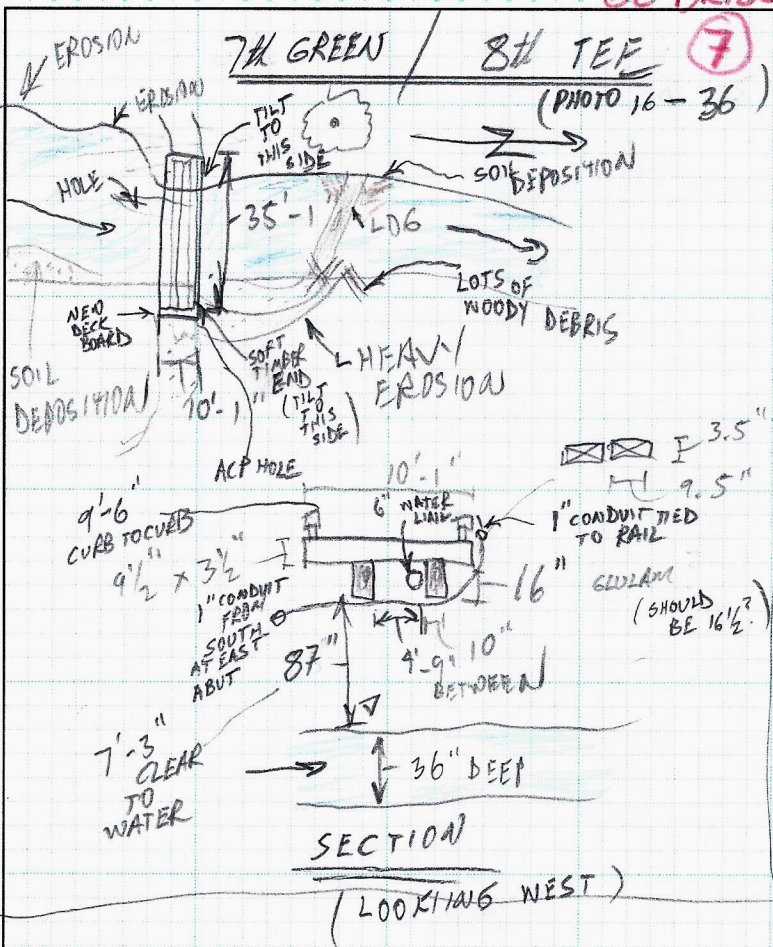




Photo No.: 1

Date of Photo: 03/16/24

Description: GC BR 1 elevation looking SW upstream. New creek vertical flood gage at the left.



Photo No.: 2

Date of Photo: 03/16/24

Description: Approach paving hole and on-going conduit/wiring modifications, similar repairs required at both ends of the bridge.

**GC BR 1 - 17<sup>th</sup> Hole Bridge**

March 2024 Golf Course Bridge Inspection



Photo No.: 3

Date of Photo: 03/16/24

Description: View of East girder in satisfactory condition. Steel bolts must be removed at the top of floodway gage to prevent debris build-up and damage to the timber girders during flooding.



Photo No.: 4

Date of Photo: 03/16/24

Description: Significant wet soil accumulation at typical concrete pier seat causing girder decay.

**GC BR 1 - 17<sup>th</sup> Hole Bridge**

March 2024 Golf Course Bridge Inspection



Photo No.: 5

Date of Photo: 03/16/24

Description: GC BR 2 wide timber deck with midspan sag along west exterior edge (center of photo). Replace the damaged last timber rail segment in the northwest corner.



Photo No.: 6

Date of Photo: 03/16/24

Description: Continue to monitor the west exterior timber girder mid-depth split and now also the first interior girder rot at 7-ft from north the abutment. Also, noted for repair is the two missing utility hanger supports shown hanging below at the inside edge of west exterior girder.

**GC BR 2 - 10<sup>th</sup> Hole Bridge**

March 2024 Golf Course Bridge Inspection



Photo No.: 7

Date of Photo: 03/16/24

Description: Large ~5'wide by 2'deep by 6"tall scour hole below the North abutment concrete footing. Remove loose material, cast solid with low shrink concrete, cover w/ hand placed riprap.



ACCUMULATION OF WET SOIL/DEBRIS AGAINST GIRDER ENDS AND REMOVAL

Photo No.: 8

Date of Photo: 03/16/24

Description: First interior timber girder from the west. Significant decay and end deterioration observed at the South abutment caused by wet soil accumulation and contact. Remove soil at each concrete pier seat and limit timber contact to moist soil using a heavy roofing paper wrap.

**GC BR 2 - 10<sup>th</sup> Hole Bridge**

March 2024 Golf Course Bridge Inspection



Photo No.: 9 \_\_\_\_\_

Date of Photo: 03/16/24 \_\_\_\_\_

Description: View along satisfactory west rail and southwest corner buildout. Inset below shows the widening is loose and deteriorating from wet soil contact. Remove soil and reconnect timber.



Photo No.: 10 \_\_\_\_\_

Date of Photo: 03/16/24 \_\_\_\_\_

Description: View below the bridge of fair condition superstructure with timber girder contact to moist wet soil accumulating at both the south and north abutments. Remove soil and include a protective wrap of girder ends with heavy roofing paper or metal flashing.

**GC BR 3 - 9<sup>th</sup> Hole Bridge**

March 2024 Golf Course Bridge Inspection



Photo No.: 11 \_\_\_\_\_

Date of Photo: 03/16/24 \_\_\_\_\_

Description: View of glulam bridge and deck with new replacement rails. South approach pavement has two potholes that require patching and the utility excavation work backfilled.



Photo No.: 12 \_\_\_\_\_

Date of Photo: 03/16/24 \_\_\_\_\_

Description: Timber decay noted after removal of moist soil accumulated, typical at each concrete abutment seat. Also, carpenter ant activity was noted at this abutment seat and girders.

**GC BR 4 - 9<sup>th</sup> Hole Green Bridge**

March 2024 Golf Course Bridge Inspection



Photo No.: 13

Date of Photo: 03/16/24

Description: Bridge in good condition, and view of downstream elevation. Timber curb bolts were corrected by maintenance. Replace rope utility support ties with permanent steel strap materials.



Photo No.: 14

Description: Cart or equipment impact to upstream timber curb rail. Align back into position with timber member at the outside of the splice. Repair separated conduits along north bridge edge.

**GC BR 5 – 9<sup>th</sup> Hole Tee Bridge**

March 2024 Golf Course Bridge Inspection



Photo No.: 15

Date of Photo: 03/16/24

Description: View below bridge of galvanized corrugated deck above. Girders in good condition.  
Note bare patch at upstream edge requiring adjustment of the hand placed riprap protection.



Photo No.: 16

Date of Photo: 03/16/24

Description: Adjacent upstream scour hole along Austin Creek in need of repair to prevent the  
remaining slope from unraveling during higher flow flood waters conditions.

**GC BR 5 – 9<sup>th</sup> Hole Tee Bridge**

March 2024 Golf Course Bridge Inspection



Photo No.: 17

Date of Photo: 03/16/24

Description: New south bridge approach up to the GC BR 6 crossing, looking north.



Photo No. 18

Date of Photo: 03/16/24

Description: View looking upstream from the bridge's southwest corner at creek edge repairs with erosion control mats staked coir logs, and plantings. Recommend trimming overgrown brush and tree that pushed the last river flooding to washout the south end of the bridge.

**GC BR 6 – 8<sup>th</sup> Hole Green Bridge**

March 2024 Golf Course Bridge Inspection



Photo No.: 19

Date of Photo: 03/16/24

Description: Upstream steel girder bridge and rail elevation looking southeast across the creek.



Photo No.: 20

Date of Photo: 03/16/24

Description: Typical cross section of the four (4) steel girders, end diaphragm, and precast concrete south abutment. Also, shown is the galvanized transverse corrugated decking below.

**GC BR 6 – 8<sup>th</sup> Hole Green Bridge**

March 2024 Golf Course Bridge Inspection



Photo No.: 21

Date of Photo: 03/16/24

Description: Successful steel repair to the longitudinal glulam girder. Viewed of steel plate/bolts from above and inset is the system as viewed below. Continue to remove moist soil at pier seat.



Photo No.: 22

Date of Photo: 03/16/24

Description: View across the creek from below with timber glulam girders in fair condition and normal weathering. Waterline supported at left and lots of exposed wires from conduit work. Riprap protection is in place and satisfactory condition for the east approach.

**GC BR 7 – 7<sup>th</sup> Hole Green Bridge**

March 2024 Golf Course Bridge Inspection



Photo No.: 23

Date of Photo: 03/16/24

Description: View east showing typical erosion at edges that narrow the path creating a drop off.



Photo No.: 24

Date of Photo: 03/16/24

Description: Local log debris in the floodway is significantly improved, but open soil edge erosion of the creek is little changed. Continue plantings and material protection improvements.

**GC BR 7 – 7<sup>th</sup> Hole Green Bridge**

March 2024 Golf Course Bridge Inspection



Photo No.: 25

Date of Photo: 03/16/24

Description: New bridge rail timber repairs since last inspection. A west approach pothole repair is required to limit damage to the longitudinal timber decking deck boards needing replacement.



Photo No.: 26

Date of Photo: 03/16/24

Description: Elevation view of fair condition steel box girder. Concrete pier in satisfactory condition with riprap protection at the lead and tailing corners for the piers. GC BR8 has a narrow cross section at 8-feet, but is adequate for intended access.

**GC BR 8 – 5<sup>th</sup> Hole Tee Bridge**

March 2024 Golf Course Bridge Inspection



Photo No.: 27

Date of Photo: 03/16/24

Description: Typical underside view of steel box girders showing surface rust throughout but with limited measured section loss.



Photo No.: 28

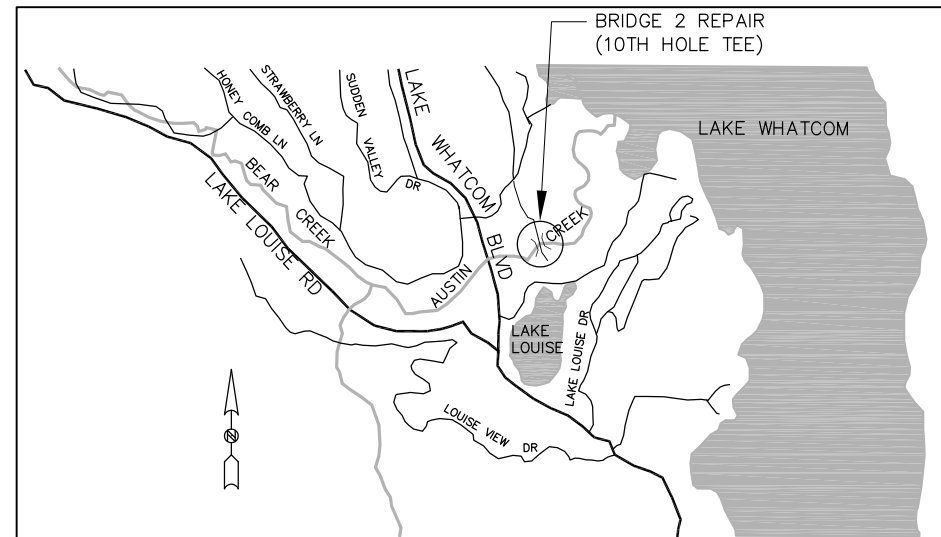
Date of Photo: 03/16/24

Description: Conduit utility supports are significantly improved with multiple support points and most all locations above the bottom of the girder. The conduit end condition, shown at right, continues to hang below and obstruct the floodway. Recommend correction with steel strap supports and also the replacement of the short-term plastic supports, when possible, including raising all conduit locations to above the bottom of the steel box girder.

**GC BR 8 – 5<sup>th</sup> Hole Tee Bridge**

March 2024 Golf Course Bridge Inspection

## **APPENDIX B: GC BR 2 Repair Plan & Details**



**VICINITY MAP**  
NOT TO SCALE

**QUANTITY SUMMARY**

ITEM NO.	TOTAL QUANTITY	UNIT	STD. ITEM NO.	ITEM	PROJECT NUMBERS	AS-BUILT
<b>PREPARATION</b>						
1	LUMP SUM	L.S.	0001	MOBILIZATION	L.S.	
<b>DRAINAGE</b>						
2	1	TON	1072	HAND PLACED RIPRAP	1	
<b>STRUCTURE</b>						
3	LUMP SUM	L.S.	S.P.	SMALL BATCH SITE MIX CONCRETE REPAIR AT NORTH FOUNDATION	L.S.	
4	1882	LBS.	4286	STRUCTURAL CARBON STEEL - SUPERSTR.	1882	
5	LUMP SUM	L.S.	S.P.	FURNISH AND INSTALL STEEL BEAM REPAIR, SHIMS, & DIAPHRAGMS	L.S.	
6	LUMP SUM	L.S.	S.P.	EXISTING TIMBER RAIL REPAIRS & RUNNING BOARDS	L.S.	
<b>EROSION CONTROL &amp; PLANTING</b>						
7	\$500	EST.	6490	EROSION/WATER POLLUTION CONTROL	\$500	
<b>OTHER ITEMS</b>						
8	LUMP SUM	L.S.	S.P.	EXISTING UTILITY SUPPORT MODIFICATIONS	L.S.	

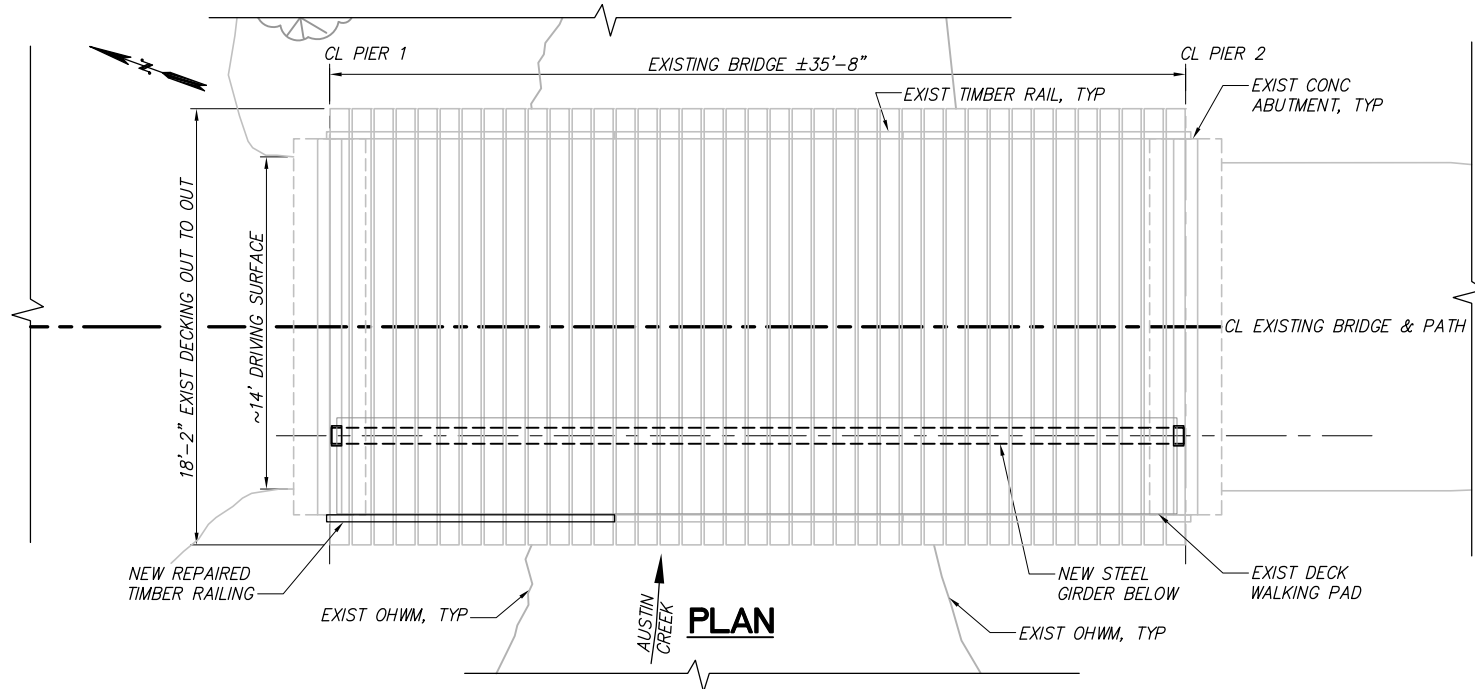
NOTE: FOR SPECIAL FEATURES SEE SPECIAL PROVISIONS

**GENERAL NOTES:**

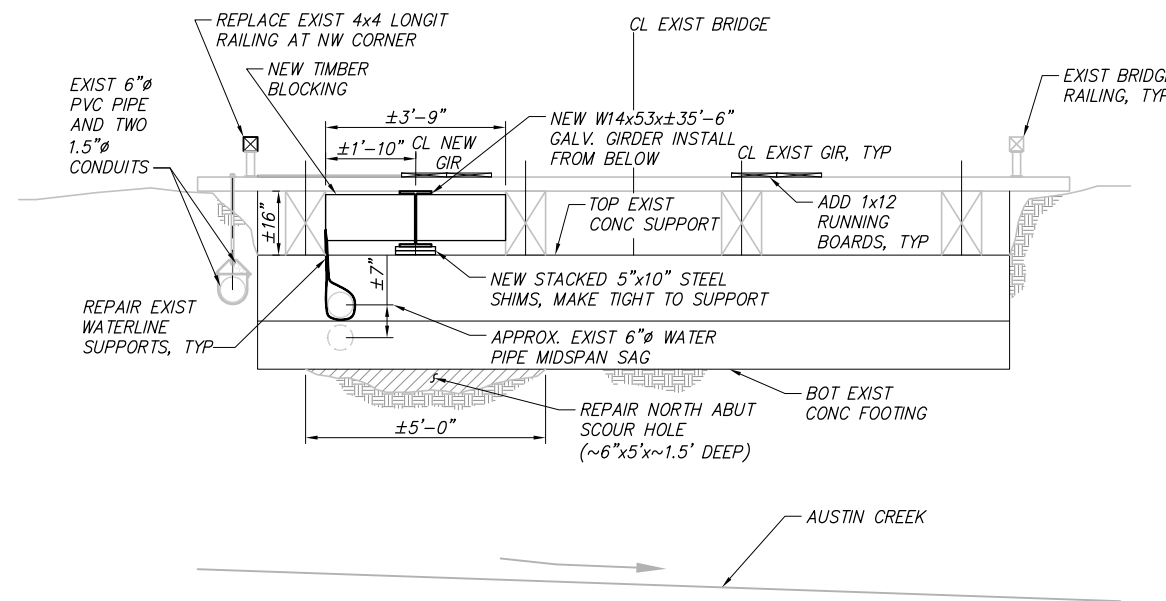
1. ALL MATERIAL AND WORKMANSHIP SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE WASHINGTON STATE DEPT. OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD, BRIDGE, AND MUNICIPAL CONSTRUCTION DATED 2020, AND INTERIM AMENDMENTS.
2. FINISHED BRIDGE REPAIR IS A FOUNDATION SCOUR REPAIR, UTILITY SUPPORT CORRECTION, AND GIRDER STRENGTHENING FROM BELOW. CENTER LINE OF EXISTING BRIDGE, PATH, AND EXISTING GRADE AND CLEARANCE ARE UNCHANGED. NO SURVEY HAS BEEN COMPLETED. CONTRACTOR SHALL FIELD MEASURE AND VERIFY DIMENSIONS IN THE FIELD TO COMPLETE THE REPAIR CONSTRUCTION AND SHALL NOTIFY THE ENGINEER IMMEDIATELY OF ANY DISCREPANCIES.
3. MATERIALS:  
STRUCTURAL STEEL: GALV. A36 ANGLES/PLATES AND GALV. A992 GRADE 50 BEAM BOLTS: GALV. 3/4" ASTM A325 IN STANDARD 1/8" HOLES  
RAIL/TIMBER BOLTS: GALV. 3/4" A307 DOME HEADED CARRIAGE BOLTS IN 1" HOLES
4. DAMAGE AND IMPACT TO THE PROJECT SITE AND CREEK SHALL BE MINIMIZED AND SHALL BE RESTORED PER THE SPECIFICATIONS AND THE ENGINEER'S DIRECTION.
5. ALL DIMENSIONS SHOWN ARE MEASURED HORIZONTALLY OR VERTICALLY UNLESS NOTED.
6. EXISTING BRIDGE IS LOAD LIMITED AND CONTRACTOR SHALL WORK TO NOT OVERLOAD THE BRIDGE OR CAUSE UNDUE STRESS. THE COMPLETED REPAIR CONSTRUCTION SHALL REMAIN CLOSED TO TRUCK AND EQUIPMENT TRAFFIC UNTIL FINAL ACCEPTANCE.

**DESIGN LIVE LOADING:**

AASHTO H-10 (10 TON)

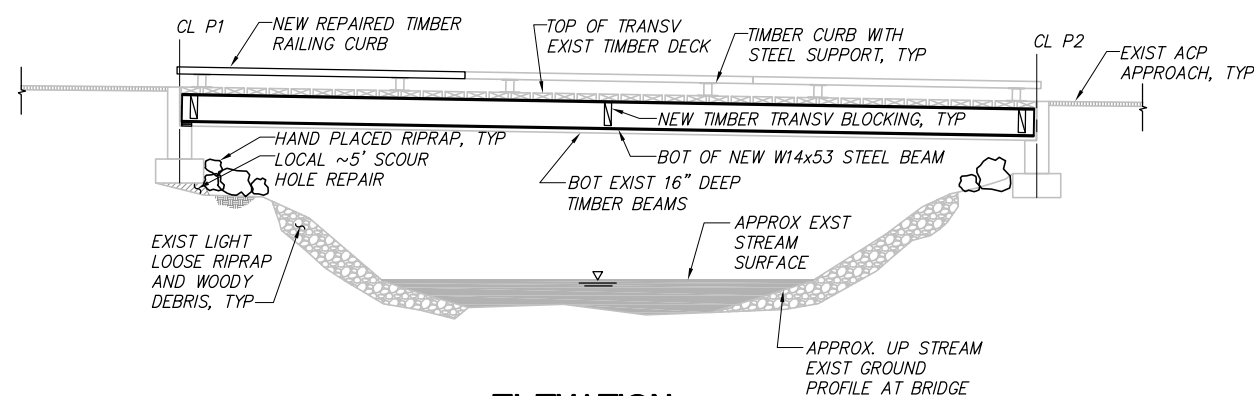


**PLAN**



**TYPICAL NORTH ABUT SECTION**

(DIMENSIONS NORMAL TO BRIDGE)

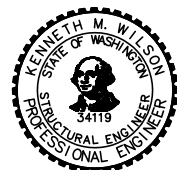


**ELEVATION**



Know what's below.  
Call before you dig.  
(UTILITY LOCATIONS SHOWN ARE APPROX.)

FIELD BOOK:					
SURVEYED:					
SURVEY BASE MAP:					
DESIGN ENTERED:	KMW	7/24			
DESIGNED:	KMW	7/24			
CHECKED:					
SUPERVISOR:					
DATE	REVISION	BY	DATE		



Integrity Structural Engineering, PLLC  
4124 Interlake Ave. N  
Seattle, WA 98103  
Tel: 206.547.1379  
Fax: 206.547.1381

FED. AID No. \_\_\_\_\_  
PROJECT No. \_\_\_\_\_  
SURVEY No. \_\_\_\_\_  
MAINTENANCE DIVISION No. \_\_\_\_\_

**SUDDEN VALLEY GOLF COURSE**  
**Sudden Valley Home Owners Association**  
4 Clubhouse Circle, Bellingham WA 98229  
General Plan - BRIDGE 2 REPAIR

SHEET  
1  
OF  
1  
SHEETS

**DAILY REPORT OF  
HOURS WORKED**

**PNW Services, Inc.**

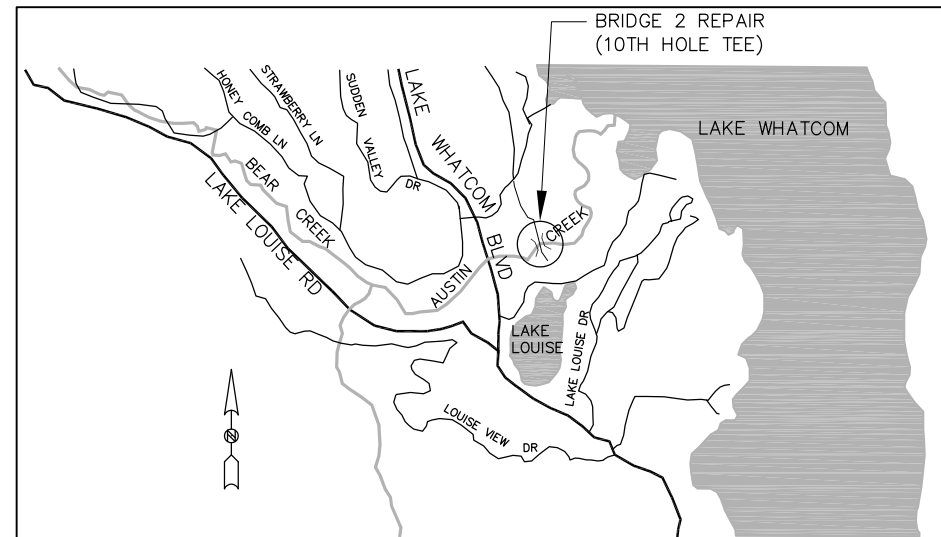
**Time and Materials**

Job No.: SVCA Project Name: 2024 Golf Bridge #2 Repair  
 Item No.: \_\_\_\_\_ Date: 8/13/2024

Description of Work: The golf bridge inspection report identified repairs needed to Bridge #2, and provided a drawing. This is an estimate to complete the repairs with installation of 2 new steel beams. It is proposed that SVCA will purchase the materials, and Stremler Gravel's On-Call Contract will be utilized to complete the repairs.

Prime Contractor: Stremler Gravel & SVCA Subcontractor: \_\_\_\_\_

<b>LABOR</b>						
EMPLOYEE'S NAME	TRADE	STRAIGHT TIME		OVERTIME		DOLLAR AMOUNT
		HOURS	WAGE RATE	HOURS	WAGE RATE	
Stremler Crew Allowance	Foreman	24.0	115.00			2760.00
	Foreman	20.0	115.00			2300.00
	Laborer	20.0	75.00			1500.00
	Laborer	20.0	75.00			1500.00
						0.00
						0.00
						0.00
						0.00
						0.00
						0.00
Subtotal/Labor Costs:						8,060.00
Contractor's O.H. & P. %:						
01) <b>LABOR TOTAL:</b>						8,060.00
<b>EQUIPMENT</b>						
DESCRIPTION	INVOICE #	HOURS	UNIT PRICE	OPERATING		DOLLAR AMOUNT
				/ FUEL	USE TAX	
Stremler - Equipment Mobilization		2.0	305.00			610.00
Stremler - Equipment Mobilization		1.0	435.00			435.00
Tool Truck - In Foreman Rate Above		2.0	0.00			0.00
Excavator		20.0	65.00			1,300.00
Excavator		20.0	60.00			1,200.00
						0.00
						0.00
						0.00
						0.00
						0.00
Subtotal/Equipment. Costs:						3,545.00
Contractor's O.H. & P. %:						
02) <b>EQUIPMENT TOTAL</b>						3,545.00
<b>MATERIALS</b>						
DESCRIPTION	INVOICE #	QUANTITY	UNIT PRICE	USE TAX	DOLLAR AMOUNT	
Steel Beams - Morse Steel	456236	1.0	6444.72			6,444.72
Decking Boards - Western Forest Products	Email	1.0	285.33			285.33
Miscellaneous Allowance		1.0	500.00			500.00
						0.00
						0.00
						0.00
Subtotal/Equipment. Costs:						7,230.05
Contractor's O.H. & P. 15%:						1,084.51
03) <b>MATERIALS TOTAL</b>						8,314.56
<b>SUBCONTRACTORS</b>						
DESCRIPTION	HOURS WORKED	RATE PER HOUR	OTHER COST		DOLLAR AMOUNT	
			DESC.	RATE		
					0.00	
					0.00	
					0.00	
					0.00	
					0.00	
					0.00	
Subtotal/Subcontractor Costs:						0.00
Contractors O.H. & P. 15%:						0.00
04) <b>SUBCONTRACTORS TOTAL :</b>						0.00
05) SUBTOTAL (Line 1 + 2 + 3 + 4) =						19,919.56
06) WSST @ 8.8%						1,752.92
<b>TOTAL AMOUNT DUE Line 5 + 6) =</b>						<b>21,672.48</b>



**VICINITY MAP**  
NOT TO SCALE

**QUANTITY SUMMARY**

ITEM NO.	TOTAL QUANTITY	UNIT	STD. ITEM NO.	ITEM	PROJECT NUMBERS	AS-BUILT
<b>PREPARATION</b>						
1	LUMP SUM	L.S.	0001	MOBILIZATION	L.S.	
<b>DRAINAGE</b>						
2	1	TON	1072	HAND PLACED RIPRAP	1	
<b>STRUCTURE</b>						
3	LUMP SUM	L.S.	S.P.	SMALL BATCH SITE MIX CONCRETE REPAIR AT NORTH FOUNDATION	L.S.	
4	3764	LBS.	4286	STRUCTURAL CARBON STEEL - SUPERSTR.	3764	
5	LUMP SUM	L.S.	S.P.	FURNISH AND INSTALL STEEL BEAM REPAIR, SHIMS, & DIAPHRAGMS	L.S.	
6	LUMP SUM	L.S.	S.P.	EXISTING TIMBER RAIL REPAIRS & RUNNING BOARDS	L.S.	
<b>EROSION CONTROL &amp; PLANTING</b>						
7	\$500	EST.	6490	EROSION/WATER POLLUTION CONTROL	\$500	
<b>OTHER ITEMS</b>						
8	LUMP SUM	L.S.	S.P.	EXISTING UTILITY SUPPORT MODIFICATIONS	L.S.	

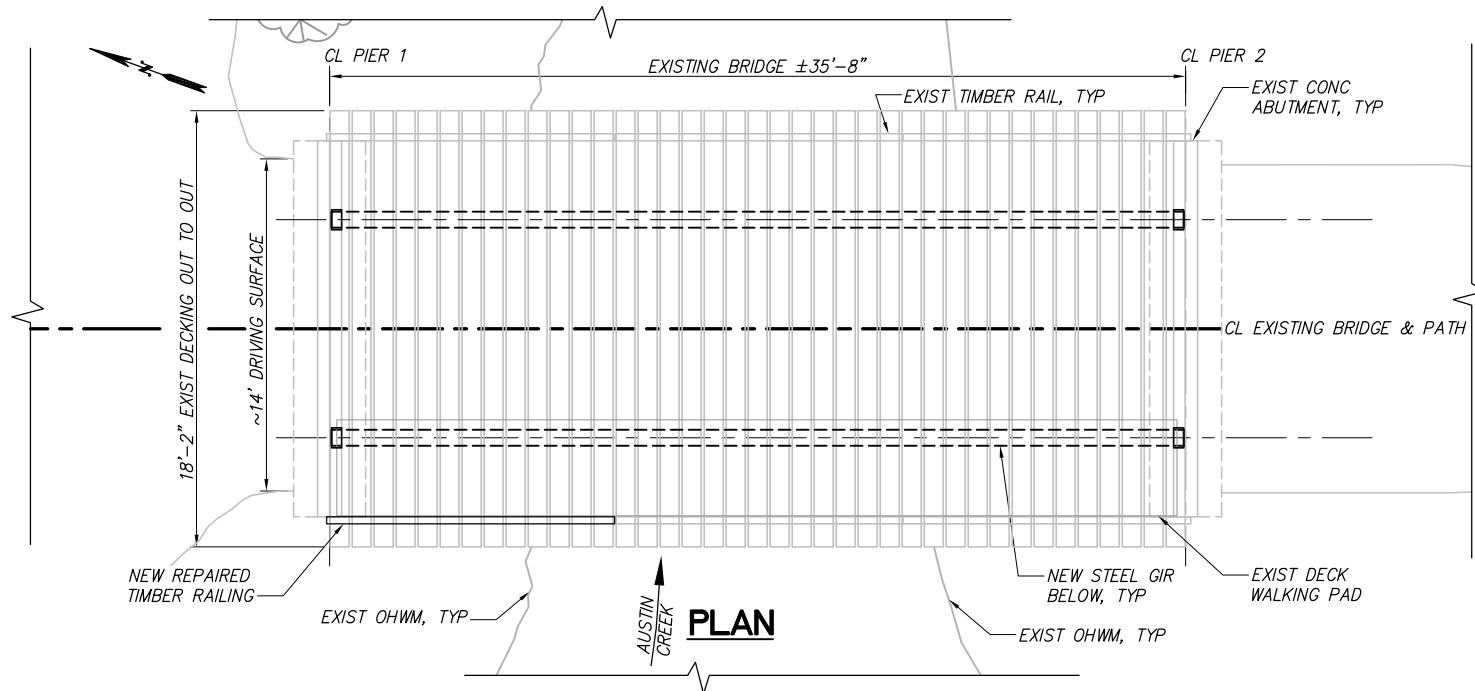
NOTE: FOR SPECIAL FEATURES SEE SPECIAL PROVISIONS

**GENERAL NOTES:**

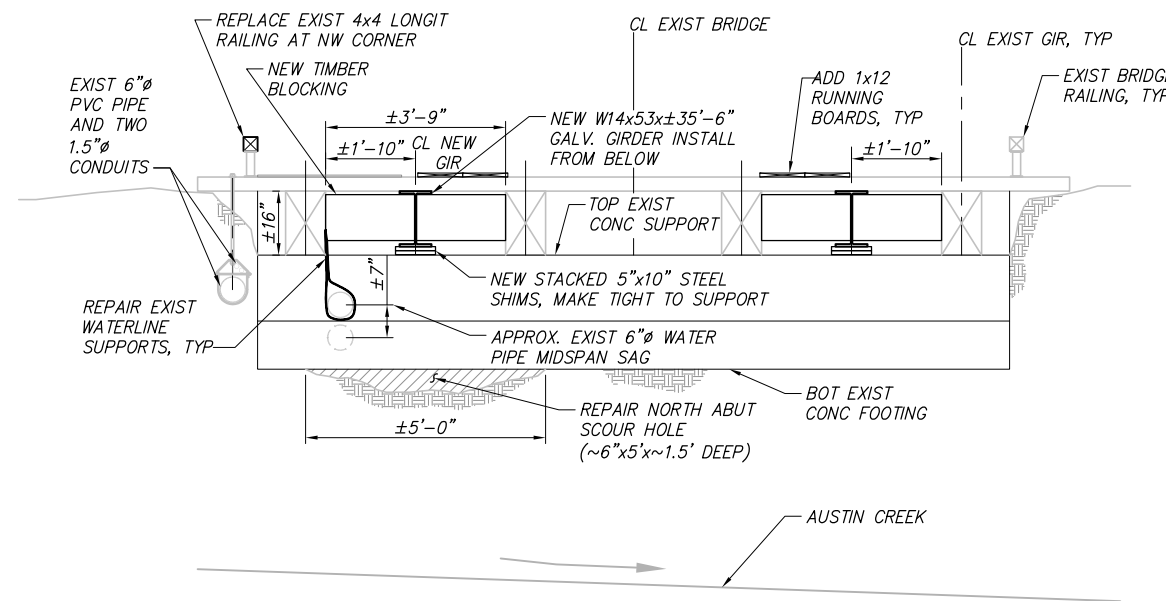
- ALL MATERIAL AND WORKMANSHIP SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE WASHINGTON STATE DEPT. OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD, BRIDGE, AND MUNICIPAL CONSTRUCTION DATED 2020, AND INTERIM AMENDMENTS.
- FINISHED BRIDGE REPAIR IS A FOUNDATION SCOUR REPAIR, UTILITY SUPPORT CORRECTION, AND GIRDER STRENGTHENING FROM BELOW. CENTER LINE OF EXISTING BRIDGE, PATH, AND EXISTING GRADE AND CLEARANCE ARE UNCHANGED. NO SURVEY HAS BEEN COMPLETED. CONTRACTOR SHALL FIELD MEASURE AND VERIFY DIMENSIONS IN THE FIELD TO COMPLETE THE REPAIR CONSTRUCTION AND SHALL NOTIFY THE ENGINEER IMMEDIATELY OF ANY DISCREPANCIES.
- MATERIALS:  
STRUCTURAL STEEL: GALV. A36 ANGLES/PLATES AND GALV. A992 GRADE 50 BEAM BOLTS;  
RAIL/TIMBER BOLTS:
- DAMAGE AND IMPACT TO THE PROJECT SITE AND CREEK SHALL BE MINIMIZED AND SHALL BE RESTORED PER THE SPECIFICATIONS AND THE ENGINEER'S DIRECTION.
- ALL DIMENSIONS SHOWN ARE MEASURED HORIZONTALLY OR VERTICALLY UNLESS NOTED.
- EXISTING BRIDGE IS LOAD LIMITED AND CONTRACTOR SHALL WORK TO NOT OVERLOAD THE BRIDGE OR CAUSE UNDUE STRESS. THE COMPLETED REPAIR CONSTRUCTION SHALL REMAIN CLOSED TO TRUCK AND EQUIPMENT TRAFFIC UNTIL FINAL ACCEPTANCE.

**DESIGN LIVE LOADING:**

AASHTO H-10 (10 TON)

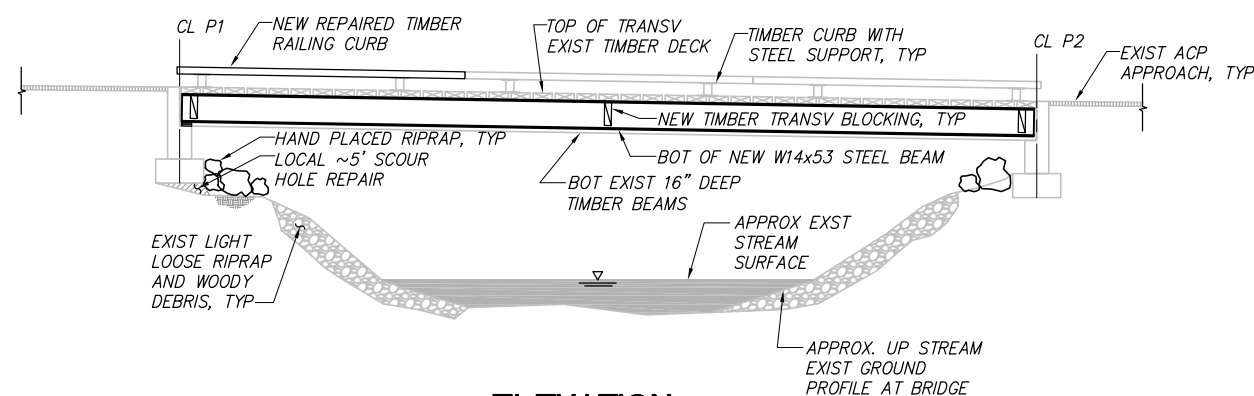


**PLAN**



**TYPICAL NORTH ABUT SECTION**

(DIMENSIONS NORMAL TO BRIDGE)



**ELEVATION**

FIELD BOOK:					
SURVEYED:					
SURVEY BASE MAP:					
DESIGN ENTERED:	KMW	7/24			
DESIGNED:	KMW	7/24			
CHECKED:					
SUPERVISOR:					
	DATE	REVISION	BY	DATE	



Integrity Structural Engineering, PLLC  
4124 Interlake Ave. N  
Seattle, WA 98103  
Tel: 206.547.1379  
Fax: 206.547.1381

FED. AID No. \_\_\_\_\_  
PROJECT No. \_\_\_\_\_  
SURVEY No. \_\_\_\_\_  
MAINTENANCE DIVISION No. \_\_\_\_\_

**SUDDEN VALLEY GOLF COURSE**  
**Sudden Valley Home Owners Association**  
4 Clubhouse Circle, Bellingham WA 98229  
General Plan - BRIDGE 2 REPAIR



SHEET  
1  
OF  
1  
SHEETS



Morse Steel Service | Everett Steel Inc.  
 3006 W. Illinois Street  
 Bellingham, WA 98225  
 Phone: 360-756-6200 Fax:  
 Website: www.everettsteel.com

August 08, 2024  
 9:18:07AM  
 Page 1 of 2



## Quotation No. 456236

Bill To CSEL2 CASH CUSTOMER  
 , WA

Ship To CASH CUSTOMER 2  
 BELLINGHAM WILL CALL  
 BELLINGHAM, WA 98225

ATTN: TYLER ANDREWS 360-739-2072

Contract:  
 Sales 1: None Given  
 Terms: CASH SALE

Quote Date: 08/08/2024  
 F.O.B.: Bellingham  
 Sales 2: Ben Le

Due Date: 08/27/2024  
 Ship Via: Will Call

Pcs	Description	Width	Length	Weight	Price	UM	Extension	Tax
2	W.F. BEAM 14 X 53.00# GALV A992 BX SAW: 2 PCS AT 36' SHIP DROPS SEND TO GALV		40' 0"	4,240.00	\$2,605.60	E	\$5,211.20	T
4	PLATE 1" ABS GR-A GALV ASTM A36 / ABS GR-A BURN: 4 PCS AT 5" X 10" BLANK RECTS	5"	10"	61.04	\$60.12	E	\$240.48	T
4	PLATE 3/4" ABS GR-A GALV ASTM A36 / ABS GR-A BURN: 4 PCS AT 5" X 10" BLANK RECTS	5"	10"	45.78	\$56.03	E	\$224.12	T
4	PLATE 1/2" A36 GALV ASTM A36 BURN: 4 PCS AT 5" X 10" BLANK RECTS	5"	10"	30.52	\$51.94	E	\$207.76	T
4	PLATE 1/4" A36 GALV ASTM A36 BURN: 4 PCS AT 5" X 10" BLANK RECTS	5"	10"	15.26	\$47.22	E	\$188.88	T
4	SHEET 11GA GALV ASTM A1011 BURN: 4 PCS AT 5" X 10" BLANK RECTS	5"	10"	7.47	\$45.55	E	\$182.20	T
16	SHEET 16GA GALV ASTM A1011 BURN: 16 PCS AT 5" X 10" BLANK RECTS	5"	10"	14.95	\$11.88	E	\$190.08	T

Total Weight 4,415.02

Subtotal Non taxable \$0.00  
 Subtotal taxable \$6,444.72



Morse Steel Service | Everett Steel Inc.  
 3006 W. Illinois Street  
 Bellingham, WA 98225  
 Phone: 360-756-6200 Fax:  
 Website: www.everettsteel.com

August 08, 2024  
 9:18:07AM  
 Page 2 of 2



**Quotation No. 456236**

Bill To CSEL2 CASH CUSTOMER  
 , WA

Ship To CASH CUSTOMER 2  
 BELLINGHAM WILL CALL  
 BELLINGHAM, WA 98225

ATTN: TYLER ANDREWS 360-739-2072

Contract:  
 Sales 1: None Given  
 Terms: CASH SALE

Quote Date: 08/08/2024  
 F.O.B.: Bellingham  
 Sales 2: Ben Le

Due Date: 08/27/2024  
 Ship Via: Will Call

Pcs	Description	Width	Length	Weight	Price	UM	Extension	Tax
					SEATTLE SALES TAX 1726	<del>10.35%</del>		<b>\$667.03</b>
						<b>Total</b>		<b>\$7,111.75</b>

Please fax your confirming purchase order to 206-682-2977, or complete the following and fax this page instead.

I accept the product, price, terms, and conditions of this order as described above and agree to Everett Steel, Inc.'s general terms and conditions.

Print Name: \_\_\_\_\_ PO #: \_\_\_\_\_ PO Amount: \_\_\_\_\_

Signature: \_\_\_\_\_ Title: \_\_\_\_\_ Date: \_\_\_\_\_

\*\*\*QUOTE SUBJECT TO AVAILABILTY PRICE IN EFFECT AT TIME OF SHIPMENT\*\*\*  
 THANK YOU FOR THE OPPORTUNITY  
 \*\*\* ALL SALES ARE CONSIDER FINAL AT TIME OF PURCHASE. NO RETURNS OF NON STOCK OR CUT MATERIAL. 30%  
 RESTOCK FEE ON ALL STOCK RETURNS ALLOWED.\*\*\*  
 \*\*\* INVOICED ORDERS MAY BE SUBJECT TO A FUEL SURCHARGE ON DELIVERED MATERIAL \*\*\*

## Tyler Andrews

---

**From:** Tyler Snook <bhamsales@westernforestproducts.com>  
**Sent:** Thursday, August 8, 2024 8:56 AM  
**To:** Tyler Andrews  
**Subject:** RE: Quote Request - SVCA Bridge

4x10 20' Doug Fir 71.33 a piece. Four of them is 285.33. we do not carry any 8" metal spikes

---

**From:** Tyler Andrews <tylera@pnwcivil.com>  
**Sent:** Thursday, August 8, 2024 5:54 AM  
**To:** Tyler Snook <bhamsales@westernforestproducts.com>  
**Subject:** Quote Request - SVCA Bridge

Good Morning Tyler,

Can you please let me know a quote and lead time for:

- Client: Sudden Valley Community Association
- Project Name: 10<sup>th</sup> Tee Bridge Repairs
- 4 planks at #1 DF, 4"x10" at 20' length
- 40 each = 8" Galvanized spikes

We do all of the construction management for Sudden Valley, and are helping them put together a bridge repair. Let me know if you have any questions.

Thanks,

Tyler

Tyler Andrews  
PNW Civil, Inc  
PO Box 30498  
Bellingham, WA 98228  
360-739-2072



January 23, 2024

Attn: Bidders

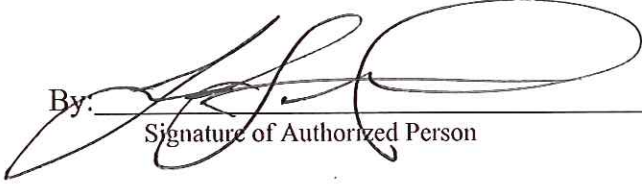
RE: Sudden Valley Community Association (SVCA)  
**Bid Form – 2024 On-Call Contractor**

Bid submissions are due by 2:00pm on Tuesday, 2-6-24. Email bid submissions to [tylera@pnwcivil.com](mailto:tylera@pnwcivil.com). Bid bonds are not required.

Firm Name: Stremler Gravel, Inc.

<b>Bid Schedule – 2024 On-Call Contractor</b>					
Item #	Description	Quantity	Unit	Unit Price	Total
1.	Equipment Mobilization to SVCA – 8,000LB Size Machine	2	EA	\$ 305.00	\$ 610.00
2.	Equipment Mobilization to SVCA – 18,000LB Size Machine	2	EA	\$ 435.00	\$ 870.00
3.	Equipment Mobilization to SVCA – 35,000LB Size Machine	2	EA	\$ 435.00	\$ 870.00
4.	Foreman w/ Tool Truck	80	HRS	\$ 115.00	\$ 9200.00
5.	Operator	70	HRS	\$ 75.00	\$ 5250.00
6.	Laborer	70	HRS	\$ 75.00	\$ 5250.00
7.	Truck Driver	70	HRS	\$ 70.00	\$ 4900.00
8.	Traffic Spotter	70	HRS	\$ 75.00	\$ 5250.00
9.	Flagger	40	HRS	\$ 75.00	\$ 3000.00
10.	2 <sup>nd</sup> Tool Truck if Required	40	HRS	\$ 35.00	\$ 1400.00
11.	Dump Truck – Solo	40	HRS	\$ 90.00	\$ 3600.00
12.	Dump Truck – 5 CY	40	HRS	\$ 80.00	\$ 3200.00
13.	Excavator – 8,000LB Size	40	HRS	\$ 60.00	\$ 2400.00
14.	Excavator – 18,000LB Size	40	HRS	\$ 65.00	\$ 2600.00
15.	Staging Area Reload Machine	10	HRS	\$ 75.00	\$ 750.00
16.	Offsite Disposal via Truck & Trailer	500	TCY	\$ 18.50	\$ 9250.00
17.	Onsite Equipment Moves	20	HRS	\$ 165.00	\$ 3300.00
18.	Traffic Control Devices	1	LS	\$ 500.00	\$ 500.00
19.	Materials	1	EST.	\$5,000.00	\$5,000.00
20.	Minor Changes	1	EST.	\$5,000.00	\$5,000.00
	<b>Subtotal</b>				\$72,200.00
	<b>WSST @ 8.6%</b>				\$ 6209.20
	<b>Total w/ WSST</b>				\$78,409.20



By:  \_\_\_\_\_  
Signature of Authorized Person

Date: 2/6/24

Print Name & Title: Lane Stremmer, President