



Yamhill County Public Works Department

2060 NE Lafayette Avenue, McMinnville, OR 97128
Ph. 503.434.7515 Fax 503.472.4068 E-mail: pubwork@co.yamhill.or.us

YAMHILL COUNTY BOARD OF COMMISSIONERS COVERSHEET

DATE: February 19, 2026
TO: Board of Commissioners
FROM: Mark Lago, Public Works Director
RE: Intent to Award for 2026 North Valley Rd Full Depth Repairs & Culvert Project

BACKGROUND:

This is a request for approval for Intent to Award the “2026 North Valley Rd Full Depth Repair (FDR) & Culvert replacement Project”. This project scope includes 4 major full depth pavement repairs between Ribbon Ridge Road and Albertson Road. Project work also includes replacement of a 48” fish bearing culvert and an 18” culvert. Bid schedule ‘B’ was bid to construct turn outs along North Valley Road, but was not awarded.

Bids were opened at 2:00 pm on February 10, 2026 at the Public Works Department. Fifteen bids were received. The apparent low bidder is Roy Houck Construction LLC with a bid of **\$217,514.00**.

STAFF RECOMMENDATION:

Staff is requesting the Board approve intent to award for the 2026 North Valley Rd Full Depth Repair (FDR) & Culvert replacement Project in the amount of **\$217,514.50**.

FISCAL IMPACT:

Funds will come out of the Road Fund - Capital Outlay (This project is in the approved FY 2025-26 budget).

ATTACHMENTS: Attachment A -- Bid Summary
Attachment B – 11 x 17 Plans

Approved by the Yamhill County Board of

Commissioners on 02/19/2026

via Board Order 26-037

EXHIBIT A

Yamhill County 2026 North Valley Rd Full Depth Repair (FDR) & Culvert Project
 Bidders Checklist
 February 10th, 2026
 2:00 PM at YC Public Works Building

Greg Haffner
 Engineering Mgr.

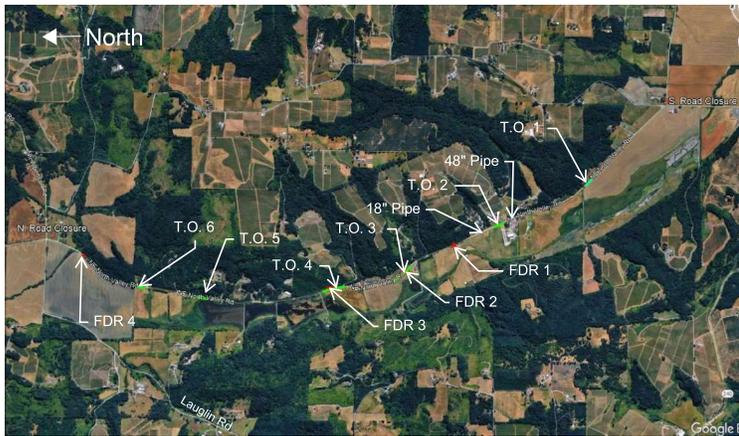
Steve Sims
 Road Division Manager

GF Intern
 GF Intern

Tyer Colvin
 Eilene Mendez

Mark Lago
 Director

CONTRACTOR NAME	Exhibit A Pricing Submittal Form Schedule A Addendum 4	Exhibit C Certification & Ack. Form Complete	Exhibit D Offeror Signature Form	Exhibit F Bid Bond 10% of Bid	Addendum No. 1	Addendum No. 2	Addendum No. 3	Exhibit B Sub-Contractor Disclosure (w/in 2 hours)	Other comments
1 Roy Houcks Construction LLC	\$ 217,514.50	x	x	x	x	x	x	x	
2 KNL Industries	\$ 303,037.00	x	x	x	x	x	x	x	
3 North Santiam	\$ 316,313.00	x	x	x	x	x	x	x	
4 Eagle Elser	\$ 326,957.00	x	x	x	x	x	x	x	
5 Lyda Ex.	\$ 331,118.00	x	x	x	x	x	x	x	
6 Kodiak Pacific	\$ 334,332.00	x	x	x	x	x	x		
7 Visar Construction Co	\$ 339,713.00	x	x	x	x	x	x	x	
8 Haworth Inc	\$ 342,846.56	x	x	x					
9 K&B Quality	\$ 357,920.86	x	x	x	x	x	x	x	
10 Pacific North Construction LLC	\$ 370,980.00	x	x	x	x	x	x		
11 Meza Excavation	\$ 379,999.00	x	x	x	x	x	x	x	
12 Knife River	\$ 387,778.00	x	x	x	x	x	x	x	
13 Pacific Excavation Inc	\$ 410,882.00	x	x	x				x	
14 Kerr Contractors	\$ 431,980.00	x	x	x	x	x	x	x	
15 Icon	\$ 438,653.80	x	x	x	x	x	x	x	



PROJECT LIMITS

ROAD CLOSURE NOTES

North Valley Road will be closed up to 12 calendar days to complete the project work. PCMS reader boards are to be in place 14 days ahead of the closure and detour signage is to be in place 7 days prior to road closure. The closure is required to begin on a Monday and finish on the second Friday.

All FDR work, pipe work, and turn out embankment (if Bid Alt. is awarded) is to be constructed during the closure. The 48" pipe is a fish passage permitted pipe replacement (Read Culvert Replacement notes below). It is the contractor's choice to complete this pipe work either concurrent with FDR work or outside FDR work. No more than 12 calendar days of closure will be allowed.

CULVERT REPLACEMENT NOTES

The 48" pipe replacement is permitted by ODFW. See Exhibit J in the contract documents for permit conditions. Permit requirements indicate that all work is to be completed during the In-Water-Work-Window (IWWW) which for this project is July 15 to September 30, 2026.

ODFW has indicated by email that they will allow the 48" culvert replacement to take place outside the IWWW (earlier than July 15th) providing the tributary flows have ceased. Yamhill County (YC) contacted Camp Tillicum who owns the Lake just above the culvert and they indicated that flows typically stop by the end of June. However, in dryer seasons, it can stop as early as the beginning of June. Y.C. has set the completion date of July 18, 2026 with the understanding that a wet spring may impact that completion date.

CONTRACT SCHEDULE

Start Date of June 1, 2026, Completion Date of July 18, 2026
Notice to Proceed anticipated Mid March 2026.

OWNER PROVIDED MATERIALS

See Section 00251 in the Specials

SURVEY REQUIREMENTS

See Section 00305 in the Specials

Sht. No	Description	Sht. No	Description
C-1	Cover Sheet	P1 & P-2	48" Culvert Replacement
C-2	Proposed Detour	P-3	18" Culvert Replacement
C-3	Traffic Control & Overview	Det 2100	Embankment Const. Det.
C-4	Site Earthwork Summary		
C-5-C-8	Full Depth Repairs		

Bid Plans

See Geotechnical Report included as Exhibit J
THE FOLLOWING ARE EXCERPTS FROM THE REPORT:



4.0 CONCLUSIONS AND REPAIR RECOMMENDATIONS

Based on our field observations, explorations, testing, and analysis, it is our opinion the uneven areas are a result of ground deformations associated with the road being founded on landslide debris and alluvial fan deposits. Due to the variable thickness and consistency of the landslide debris, it is difficult to predict the location and magnitude of future deformations. To eliminate the risk of future deformations, complete removal and replacement of the landslide debris material with new embankment fill or ground improvements such as soil-cement mixing will be required. However, we understand the associated cost of these options is not feasible and, based on discussions with the County, the return on investment is likely not worth the undertaking for the County. Therefore, we recommend a double-layer geogrid repair option that allows for future ground deformations but reduces the amount of differential movement and pavement cracking, thus reducing the effect of ground deformation on ride quality. The following sections provide our recommendations for repairing the four uneven areas.

4.2 REPAIR RECOMMENDATION

With the intent of improving overall ride quality with the understanding that future deformations will occur in the uneven areas, we recommend reconstructing the pavement with double-layer geogrid reinforcement. Below is our recommended repair for the four uneven areas. Based on discussions with the County, rehabilitation and drainage improvements will be made throughout the project limits of North Valley Road. Therefore, the AC section below should be considered the long-term AC thickness after rehabilitation.

Recommended Repair Section (7 inches of AC over 16 inches of aggregate base over 12 inches of subbase):

- 3 inches of 1/2-inch, Level 3, dense ACP (surface course).
- 4 inches of 1/2-inch, Level 3, dense ACP (base course – 2 lifts).
- 16 inches of aggregate base with triaxial geogrid at mid-layer.
- 12 inches of subbase with triaxial geogrid at mid-layer.
- Subgrade geotextile.

NOTE: The limits of the repair should extend the width of the roadway and at least 30 feet past the longitudinal limits of the uneven area. Additionally, we recommend a taper approach with the double-layer geogrid where the subbase and bottom grid extends 15 feet past the limits of the uneven area and aggregate base and upper grid extends the entire 30 feet past the limits of the uneven area.

As noted above, the ultimate AC thickness should be 7 inches; variation in the intermediate AC base and surface course thickness as the overall rehabilitation efforts are performed for North Valley Road should be acceptable provided Central is offered the opportunity to review and comment on the rehabilitation procedure. Material specifications for the above repair recommendation are provided in the section below.

Table 2. Existing Pavement Thickness

Area No.	Boring	Lane	Wheel Track ¹	AC Thickness (inches)	Aggregate Base Thickness (inches)
1	B-1	Southbound	BWT	11.0	12.0
	B-2	Southbound	BWT	11.0	12.0
2	B-3	Northbound	BWT	11.0	10.0
	B-4	Northbound	BWT	10.0	14.0
3	B-5	Southbound	BWT	10.0	14.0
	B-6	Southbound	BWT	10.0	14.0
	B-7	Southbound	BWT	10.0	14.0
4	B-8	Northbound	BWT	10.0	10.0

¹ BWT = Between wheel track

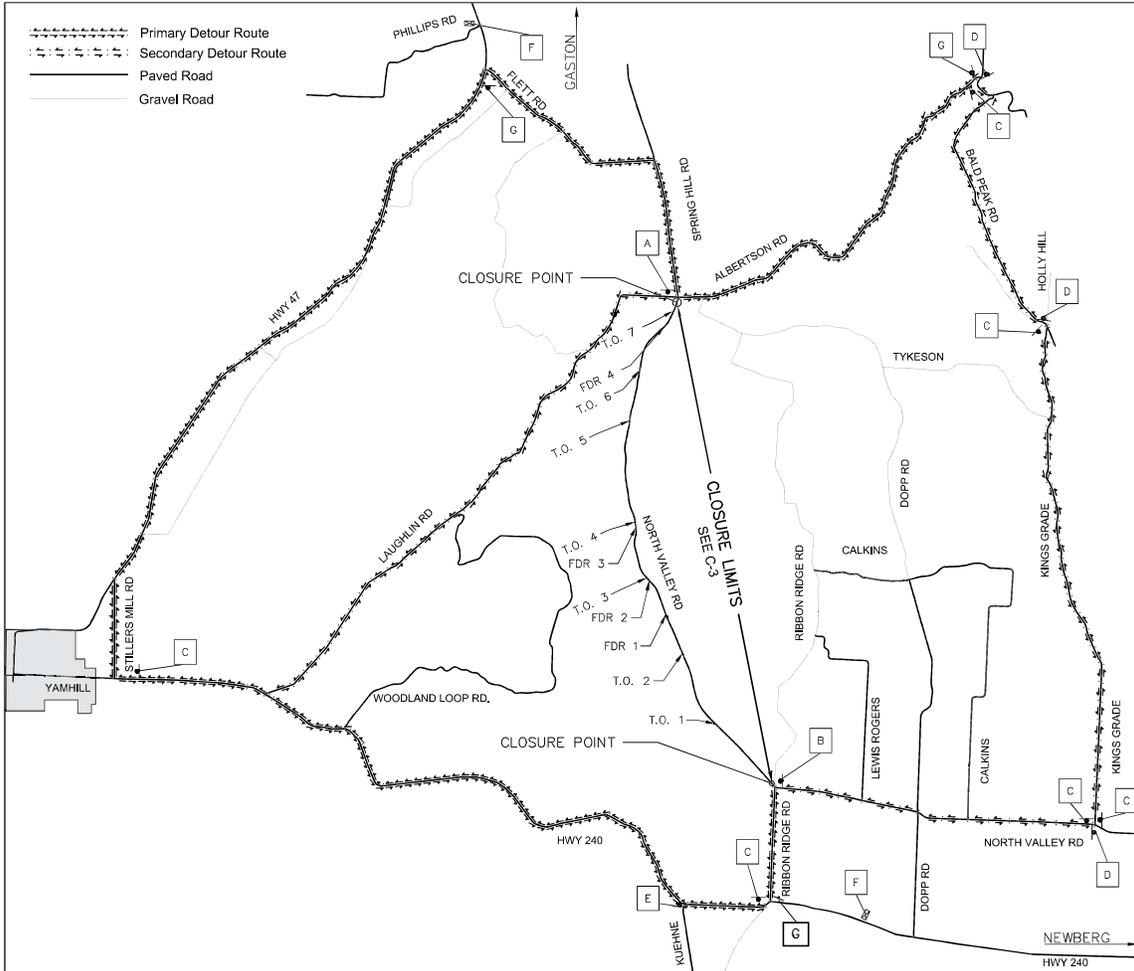
NORTH VALLEY RD 2026 CIP PROJECTS

COVER SHEET

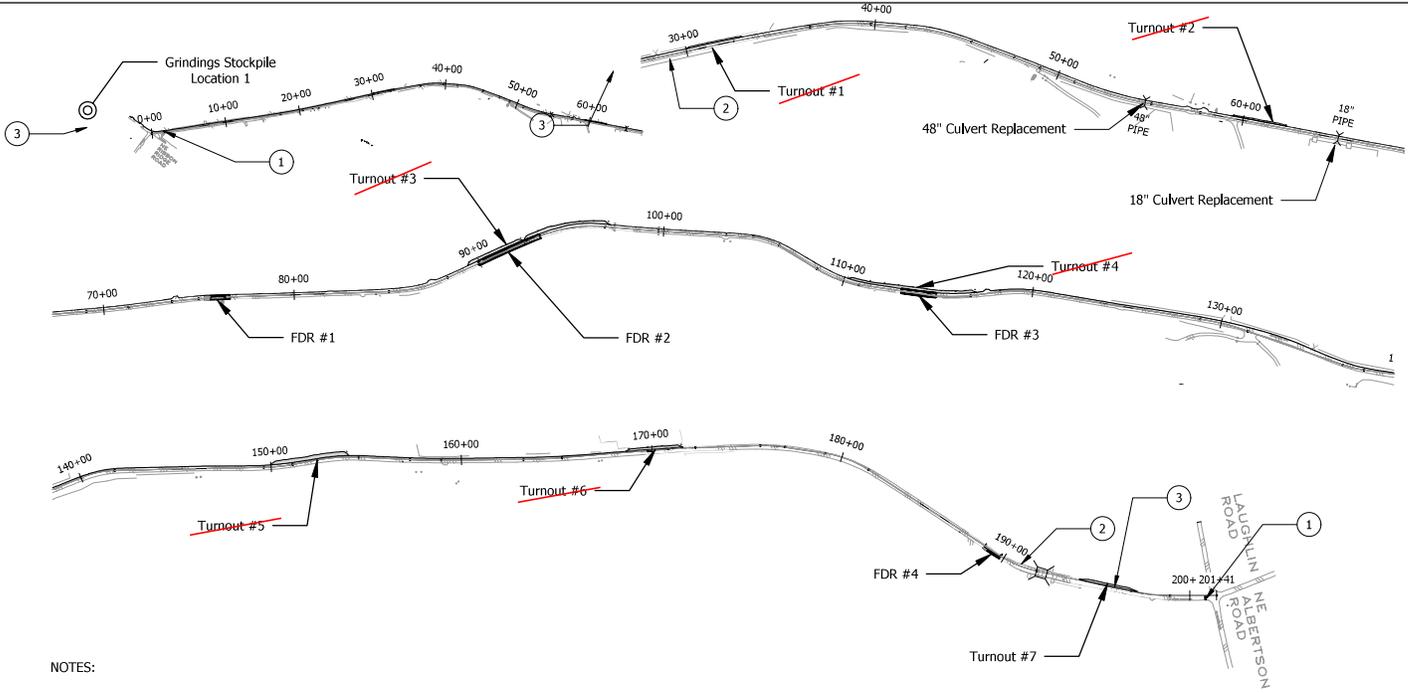
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VERIFY 1" BASED ON 17X11 PRINTS

C-1



SIGN 1 SIGN 2 SIGN 2 M6-1 (ORANGE)	
SIGN 2 SIGN 2 M6-1 (ORANGE)	
SIGN 2 SIGN 2 M6-1 (ORANGE)	NORTH VALLEY RD 2026 CIP PROJECTS PROPOSED DETOUR ROUTE
SIGN 2 SIGN 2 M6-1 (ORANGE)	
SIGN 3 PORTABLE CHANGEABLE MESSAGE SIGN *SUGGESTED MESSAGE	Drawn by: T. Colvin Sheet Version: 1 Date: 1/7/2026
SIGN 4	

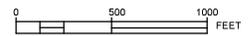
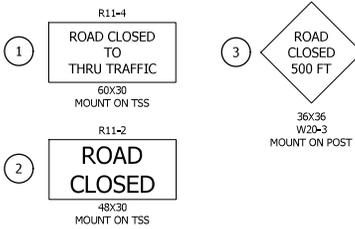


NOTES:

1. SIGNS AND OTHER TRAFFIC CONTROL DEVICES (TCD) SHOWN ARE MIN. REQUIRED, ADJUSTMENT OF TEMP, TCD MAY BE REQUIRED TO ACCOMMODATE EXTG. FIELD CONDITIONS, ADDITIONAL TRAFFIC CONTROL MEASURES (TCM) MAY BE REQUIRED.
2. (TCD) SPACING NOT SHOWN ON THE PLANS SHALL FOLLOW THE "TRAFFIC CONTROL DEVICES (TCD) SPACING TABLE" AND "MINIMUM LENGTHS TABLE" ON STD, DWG, TM800

CONSTRUCTION STAGING

NORTH VALLEY RD. -- FULL ROAD CLOSURE -- 12 CALENDAR DAYS MAXIMUM
 (DETOUR IN PLACE, FOR DETAILS, SEE SHT, D-1)
 PLACE DETOUR NO SOONER THAN 14 DAYS FOR PCMS BOARDS AND 7 DAYS FOR
 DETOUR SIGNAGE.



NORTH VALLEY RD 2026 CIP PROJECTS

TRAFFIC CONTROL AND OVERVIEW

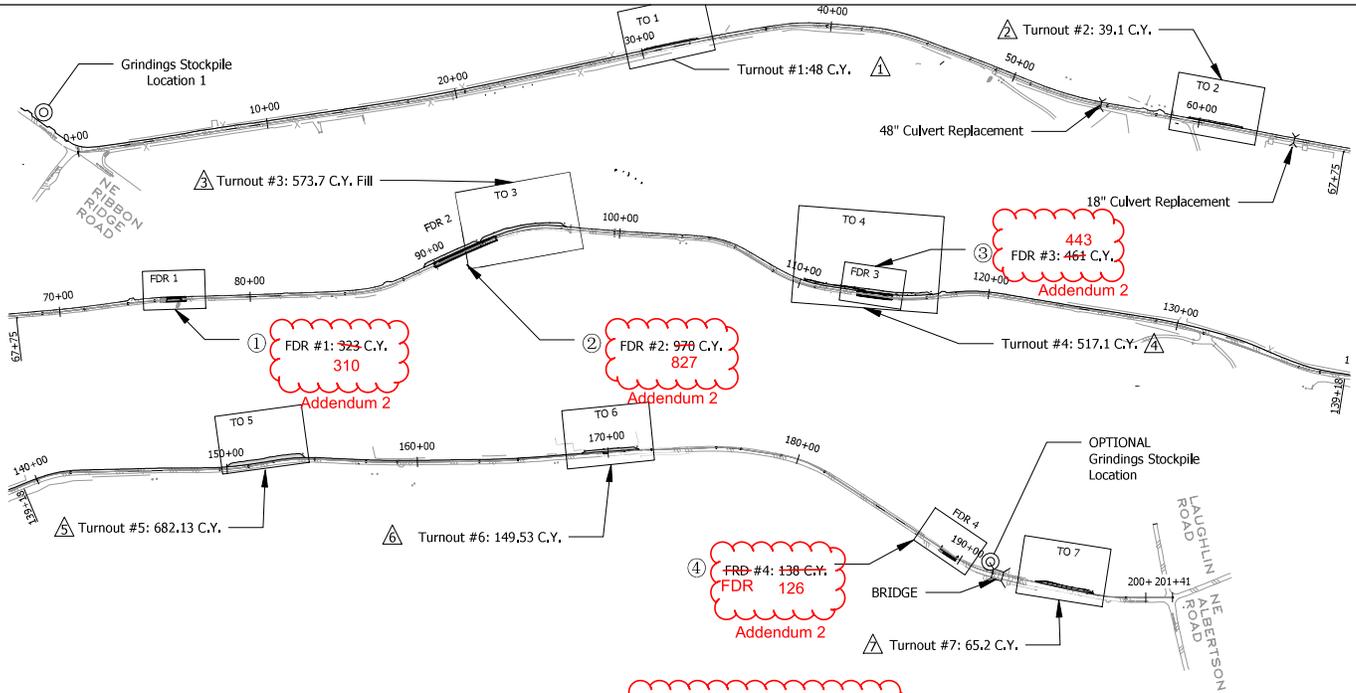
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Date: 1/20/2026

VERIFY 1"= BASED
 ON 17x11 PRINTS

C-3

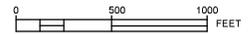


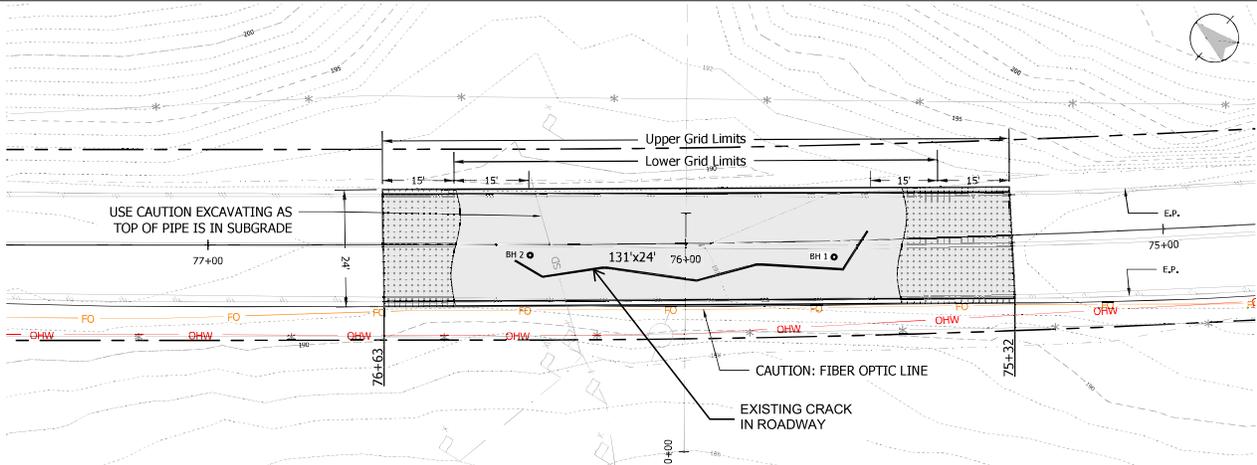
NOTES:

1. BASE BID WORK CONSISTS OF FULL DEPTH REPAIRS (FDR) WORK. THIS WORK NOTED ON FDR SHEETS 1-4.
2. BID ALTERNATE WORK CONSISTS OF CONSTRUCTION OF TURN OUT ALONG CLOSED PORTION OF NORTH VALLEY ROAD. SEE T.O. SHEETS 1-7 FOR GRADING LIMITS AND CONSTRUCTION NOTES.
3. SEE SHEET P-1 AND P-2 FOR PLAN AND PROFILE OF 48" CULVERT REPLACEMENT
4. SEE SHEET P-3 FOR PLAN AND PROFILE FOR 18" CULVERT REPLACEMENT

BID ALTERNATE - TURN OUT SITE BALANCE			
FDR Spoils (32")		T.O. Fill	
①	310.5 C.Y.	Cumulative	
②	827.3 C.Y.	1138	1
③	443.3 C.Y.	1581	2
④	125.6 C.Y.	1706	3
48" Trench Spoils ±40 C.Y.			4
12% SWELL			5
1912 C.Y'S			6

Addendum 2

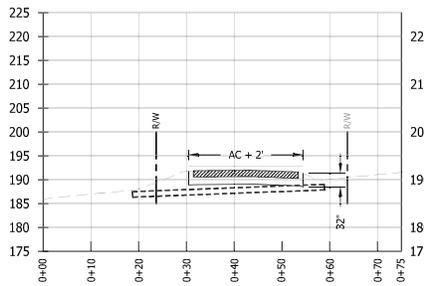




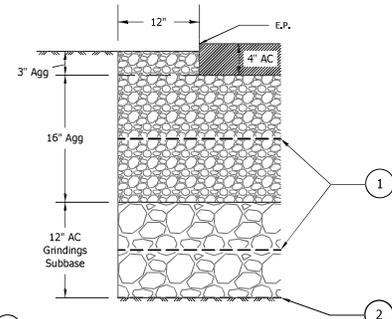
Construction Notes:

- 1 Remove ±11" of existing pavement by cold plane, Grindings to be utilized as Subbase in lower 12 inches of FDR. Stockpile on site as required.
- 2 Excavate 32" depth below existing pavement. Salvage 6" of existing base.
- 3 Place Woven Geotextile Fabric at bottom of excavation. See note 2.
- 4 Place 6" lift of Grindings, compact.
- 5 Place Tensar TX5 Geogrid or approved equal, per note above. Minimum 1.5' panel overlap, see note 1.
- 6 Place 6" lift of grindings, compact.
- 7 Place 8" lift of salvaged base and Agg. base, compact.
- 8 Place Tensar TX5 Geogrid, Minimum 1.5' panel overlap, see note 1.
- 9 Place 8" lift of Agg. base, compact
- 10 Place 4" of Level III AC, max 2" lift.

1 Sta. 76+00
FDR 1 1"=20'

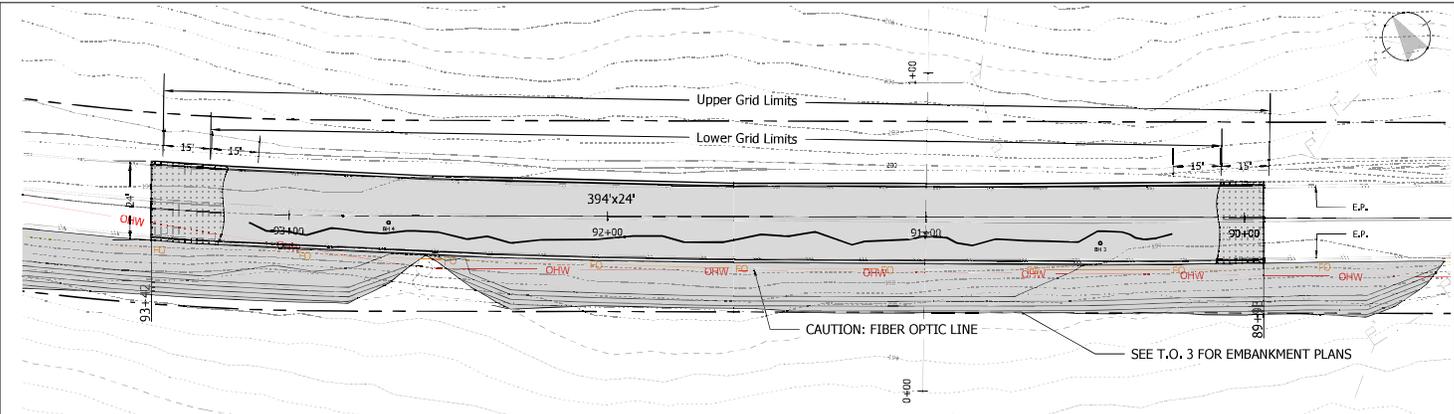


2 Cross Section
FDR 1 Horizontal: 1"=20'
Vertical: 1"=20'



- 1 Tensar TX5 triaxial or approved equivalent.
- 2 Woven Geotextile Subgrade Fabric.

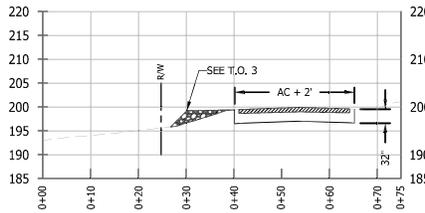
3 Typ Section Detail
FDR 1 *Not to scale



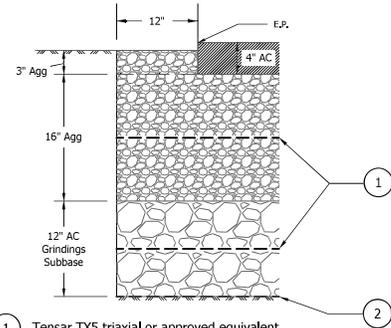
Construction Notes:

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- 2 Excavate 32" depth below existing pavement. Salvage 6" of existing base.
- 3 Place Woven Geotextile Fabric at bottom of excavation. See note 2.
- 4 Place 6" lift of Grindings, compact.
- 5 Place Tensar TX5 Geogrid or approved equal, per note above. Minimum 1.5' panel overlap, see note 1.
- 6 Place 6" lift of grindings, compact.
- 7 Place 8" lift of salvaged base and Agg. base, compact.
- 8 Place Tensar TX5 Geogrid, Minimum 1.5' panel overlap, see note 1.
- 9 Place 8" lift of Agg. base, compact
- 10 Place 4" of Level III AC, max 2" lift.

1 Sta. 91+00
FDR 2 1"=30'

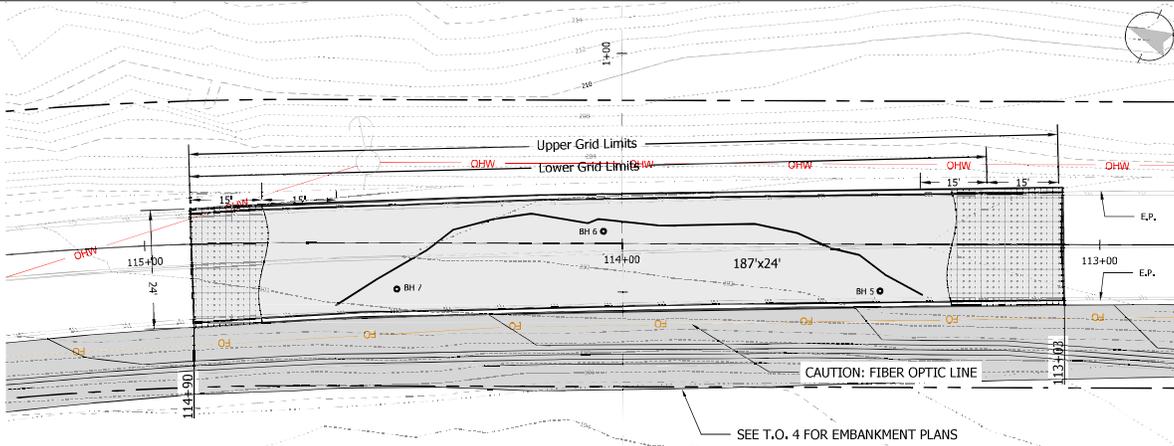


2 Cross Section
FDR 2 Horizontal: 1"=20'
Vertical: 1"=20'



- 1 Tensar TX5 triaxial or approved equivalent.
- 2 Woven Geotextile Subgrade Fabric.

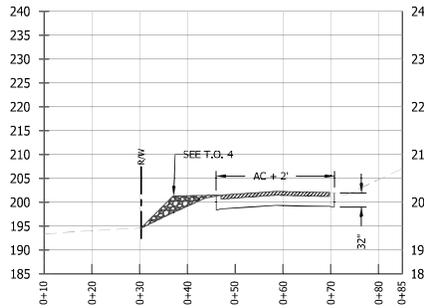
3 Typ Section Detail
FDR 2 *Not to scale



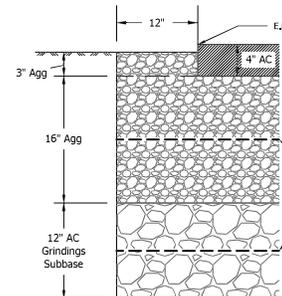
Construction Notes:

- 1 Remove ±10" of existing pavement by cold plane, Grindings to be utilized as Subbase in lower 12 inches of FDR. Stockpile on site as required.
- 2 Excavate 32" depth below existing pavement. Salvage 6" of existing base.
- 3 Place Woven Geotextile Fabric at bottom of excavation. See note 2.
- 4 Place 6" lift of Grindings, compact.
- 5 Place Tensar TX5 Geogrid or approved equal, per note above. Minimum 1.5' panel overlap, see note 1.
- 6 Place 6" lift of grindings, compact.
- 7 Place 8" lift of salvaged base and Agg. base, compact.
- 8 Place Tensar TX5 Geogrid, Minimum 1.5' panel overlap, see note 1.
- 9 Place 8" lift of Agg. base, compact
- 10 Place 4" of Level III AC, max 2" lift.

1 Sta. 114+00
FDR 3 1"=20'

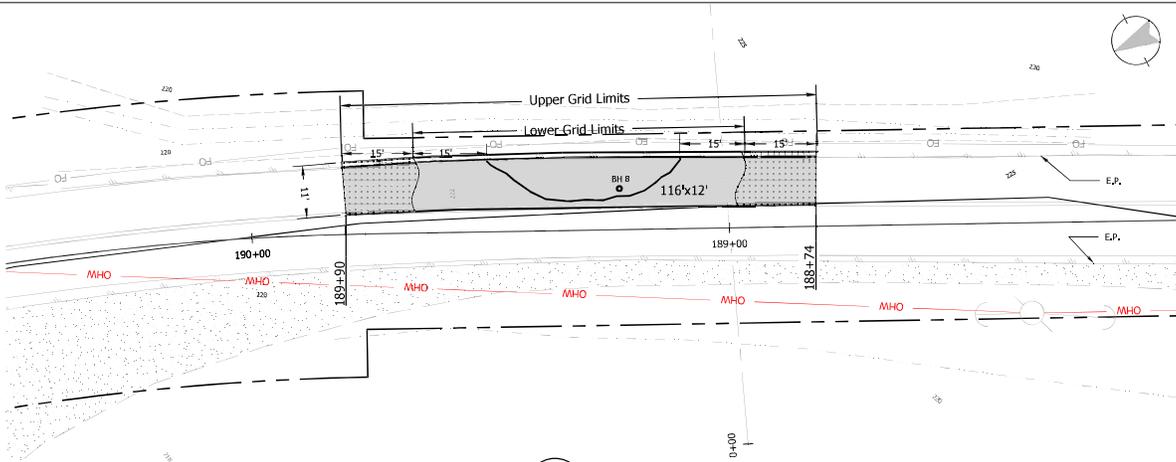


2 Cross Section
FDR 3 Horizontal: 1"=20'
Vertical: 1"=20'



- 1 Tensar TX5 triaxial or approved equivalent.
- 2 Woven Geotextile Subgrade Fabric.

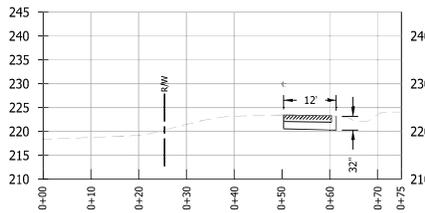
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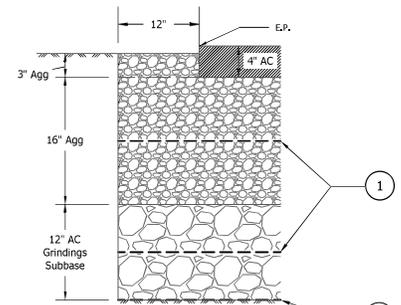
Construction Notes:

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- 8 Place Tensar TX5 Geogrid, Minimum 1.5' panel overlap, see note 1.
- 9 Place 8" lift of Agg. base, compact
- 10 Place 4" of Level III AC, max 2" lift.

1 Sta. 190+00
FDR 4 1"=20'

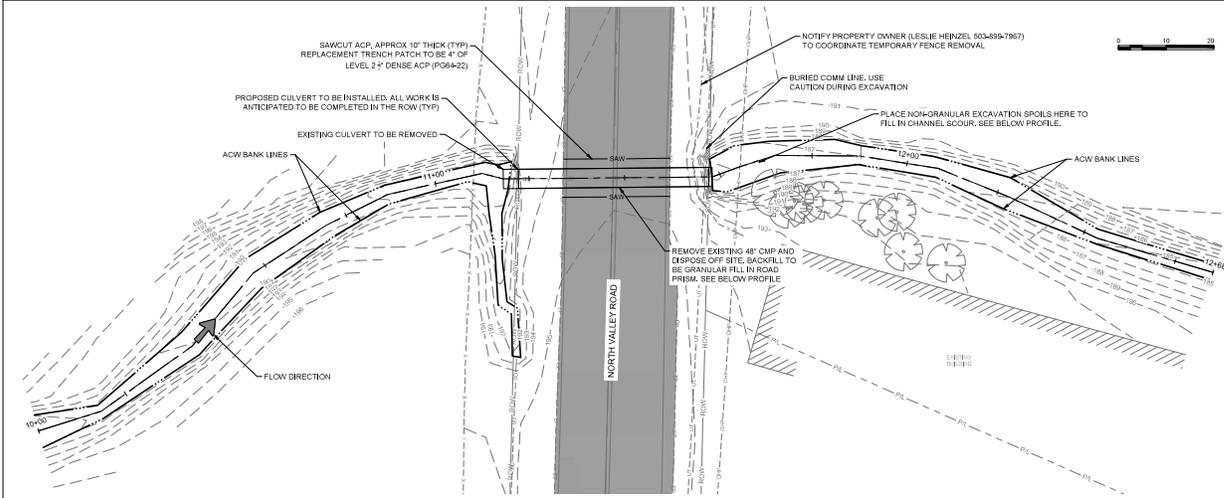


2 Cross Section
FDR 4 Horizontal: 1"=20'
Vertical: 1"=20'



- 1 Tensar TX5 triaxial or approved equivalent.
- 2 Woven Geotextile Subgrade Fabric.

3 Typ Section Detail
FDR 4 *Not to scale



611 Melrose Street
Syston, Oregon 97383
(541) 443-1350

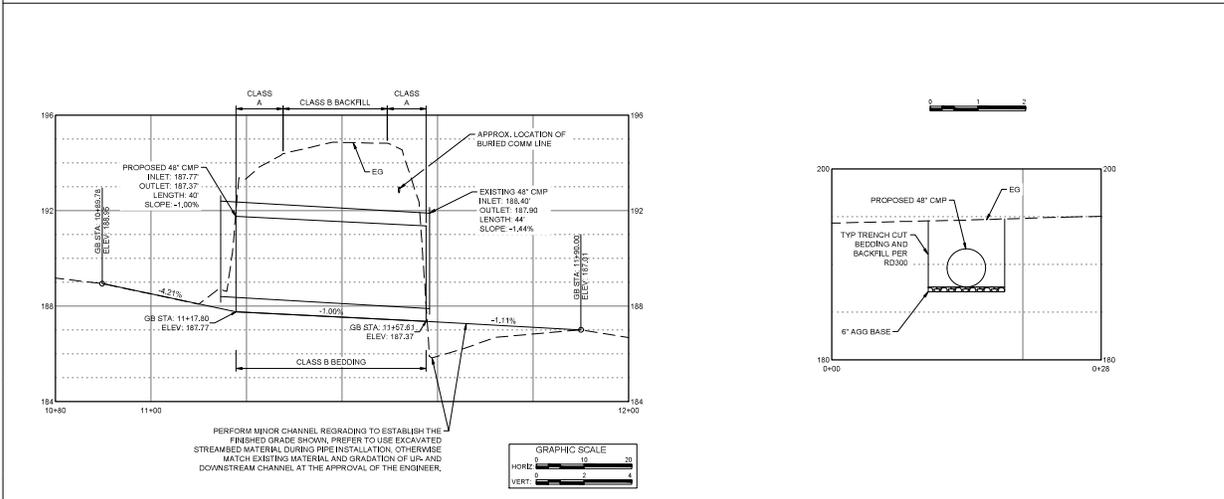
GENERAL SHEET NOTES

- EXISTING UTILITIES ARE SHOWN IN AN APPROXIMATE LOCATION. CONTRACTOR TO VERIFY EXISTING UNDERGROUND UTILITIES PRIOR TO CONSTRUCTION. SEE UTILITY PLANS FOR MORE INFORMATION.
- FURNISH MATERIALS WHERE "INSTALL", "PLACE" OR "CONSTRUCT" IS REQUIRED UNLESS NOTED OTHERWISE.
- AREAS DISTURBED BY CONSTRUCTION WHERE SURFACE REPAIR IS NOT INDICATED SHALL BE RESTORED TO CONDITIONS FOUND PRIOR TO CONSTRUCTION. THIS COST SHALL BE INCIDENTAL TO THE CONTRACT.
- INSTALL PROPOSED 48" PIPE IN THE EXISTING CULVERTS TRENCH AT THE SAME HORIZONTAL ALIGNMENT. TRENCH LENGTH TO STAY IN THE ROW.
- PROPOSED CULVERT TO BE PROVIDED BY YAMHILL COUNTY (48" CMP - 44' LONG)
- TRENCH CUT AND PIPE BACKFILL AND BEDDING MATERIAL PER ODOT STANDARD DRAWING RD300

DATE	REVISIONS	BY	CHKD	APP'D

This document or any part thereof is deemed to constitute an offer of engineering services. It is to be read and understood in conjunction with the contract documents for the project.

YAMHILL COUNTY
OREGON

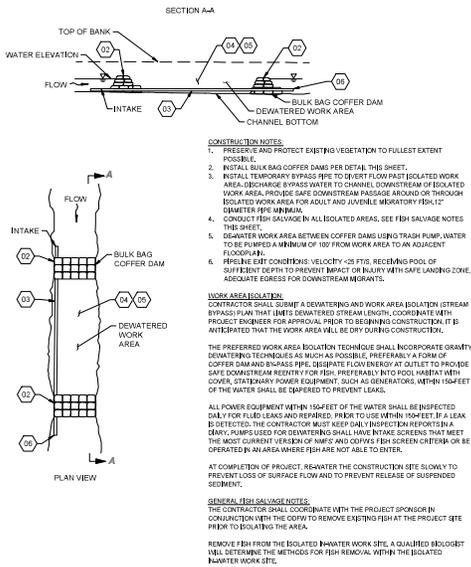


NORTH VALLEY ROAD CULVERT REPLACEMENT

PROPOSED IMPROVEMENTS

DRAWN: CSJ	CHECK: YC
VERIFY SCALE: scales based on 22"x34" prints	
PROJECT NO. 2503	PAGE
SHEET NO. P-1	

TEMPORARY WATER BYPASS NOT REQUIRED IF TRIBUTARY TO CHEHALEM CREEK IS NOT FLOWING



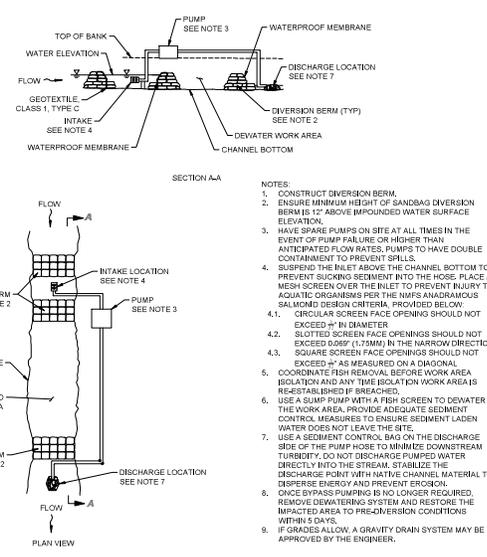
BULK BAG NOTES:
 BULK BAGS ARE ALSO CALLED FLEXIBLE INTERMEDIATE BULK CONTAINERS THAT CAN BE CUSTOM MADE FROM VARIOUS FABRICS. THE FOLLOWING REQUIREMENTS ARE NECESSARY FOR THE RIVER ENVIRONMENT.
 LARGE BULK BAGS SHALL BE CONSTRUCTED OF 8' x 6' WOVEN FABRIC, 1200 HOUR UV RESISTANT WITH SEAM LIFTING LOOPS. WHEN FILLED WITH NATIVE RIVER SAND AND GRAVEL, THE BAGS ARE APPROXIMATELY 9' WIDE x 10'0" x 4' HIGH.
 SMALL BULK BAGS SHALL BE CONSTRUCTED OF 3' x 6' WOVEN FABRIC, 1200 HOUR UV RESISTANT WITH SEAM LIFTING LOOPS. WHEN FILLED WITH NATIVE RIVER SAND AND GRAVEL, THE BAGS ARE APPROXIMATELY 3' WIDE x 7' LONG x 2.5' HIGH.
 BULK BAGS SHALL BE CAREFULLY PLACED TO ENSURE NO TEARING OR CUTTING OF THE BAGS OCCUR.
 BULK BAGS SHALL BE PLACED USING A HYDRAULIC CRANE OR TRACHOON USING LIFTING BARS AND STEEL CABLES TO EQUALIZE LOAD ON LIFTING LOOPS.

CONSTRUCTION NOTES:
 1. PRESERVE AND PROTECT EXISTING VEGETATION TO FULLEST EXTENT POSSIBLE.
 2. INSTALL BULK BAG COFFER DAMS PER DETAIL THIS SHEET.
 3. INSTALL TEMPORARY BYPASS PIPE TO DIVERT FLOW PAST ISOLATED WORK AREA. DISCHARGE BYPASS WATER TO CHANNEL DOWNSTREAM OF ISOLATED WORK AREA. PROVIDE SAFE DOWNSTREAM PASSAGE AROUND OR THROUGH ISOLATED WORK AREA FOR ADULT AND JUVENILE MERRIMACK PERLIT GAMMATER FISH MINIMUM.
 4. CONDUCT FISH SALVAGE IN ALL ISOLATED AREAS. SEE FISH SALVAGE NOTES THIS SHEET.
 5. DEWATER WORK AREA BETWEEN COFFER DAMS USING TRASH PUMP. WATER TO BE PUMPED A MINIMUM OF 10' FROM WORK AREA TO AN ADJACENT FLOODPLAIN.
 6. MAINTAIN FISH VELOCITY 28 FT/S. RECEIVING POOL OF SUFFICIENT DEPTH TO PREVENT IMPACT OR INJURY WITH SAFE LANDING ZONE. ADEQUATE EGRESS FOR DOWNSTREAM MIGRANTS.

WORK AREA ISOLATION:
 CONTRACTOR SHALL SUBMIT A DEWATERING AND WORK AREA ISOLATION STREAM BYPASS PLAN THAT LINES DEWATERED STREAM LENGTH, COORDINATE WITH PROJECT ENGINEER FOR APPROVAL. PRIOR TO BEGINNING CONSTRUCTION, IT IS ANTICIPATED THAT THE WORK AREA WILL BE DRY DURING CONSTRUCTION.
 THE PREFERRED WORK AREA ISOLATION TECHNIQUE SHALL INCORPORATE GRAVITY DEWATERING TECHNIQUES AS MUCH AS POSSIBLE. PREFERABLY A FORM OF COFFER DAM AND SUPPLY PIPE. DISCHARGE FLOW ENERGY AT OUTLET TO PROVIDE SAFE DOWNSTREAM REENTRY FOR FISH. PREFERABLY INTO POOL HABITAT WITH COVER. STATE-BUILT POWER EQUIPMENT, SUCH AS GENERATORS, WITHIN 150 FEET OF THE WATER SHALL BE SECURED TO PREVENT LEAKS.
 ALL POWER EQUIPMENT WITHIN 150 FEET OF THE WATER SHALL BE INSPECTED DAILY FOR FUEL LEAKS AND REPAIRED. PRIOR TO USE WITHIN 150 FEET. IF A LEAK IS DETECTED, THE CONTRACTOR MUST REPAIR ONLY. INSPECTION REPORTS A BULK BAGS USED FOR DEWATERING SHALL HAVE INTAKE SCREENS THAT MEET THE MOST CURRENT VERSION OF MESH AND COVER. FISH SCREENS OR FENCE OR BE OPERATED IN AN AREA WHERE FISH ARE NOT ABLE TO ENTER.
 AT COMPLETION OF PROJECT, REWATER THE CONSTRUCTION SITE SLOWLY TO PREVENT LOSS OF SURFACE FLOW AND TO PREVENT RELEASE OF SUSPENDED SEDIMENT.

GENERAL FISH SALVAGE NOTES:
 THE CONTRACTOR SHALL COORDINATE WITH THE PROJECT SPOILSMAN AT CONSTRUCTION WITH THE COPY TO REMOVE EXISTING FISH AT THE PROJECT SITE PRIOR TO ISOLATING THE AREA.
 REMOVE FISH FROM THE ISOLATED WATER WORK AREA. A QUALIFIED BIOLOGIST WILL DETERMINE THE METHODS FOR FISH REMOVAL WITHIN THE ISOLATED WATER WORK SITE.

B1 TYPICAL TEMPORARY WATER BYPASS - GRAVITY (IF REQUIRED)
 N.T.S.



BULK BAG NOTES:
 BULK BAGS ARE ALSO CALLED FLEXIBLE INTERMEDIATE BULK CONTAINERS THAT CAN BE CUSTOM MADE FROM VARIOUS FABRICS. THE FOLLOWING REQUIREMENTS ARE NECESSARY FOR THE RIVER ENVIRONMENT.
 LARGE BULK BAGS SHALL BE CONSTRUCTED OF 8' x 6' WOVEN FABRIC, 1200 HOUR UV RESISTANT WITH SEAM LIFTING LOOPS. WHEN FILLED WITH NATIVE RIVER SAND AND GRAVEL, THE BAGS ARE APPROXIMATELY 9' WIDE x 10'0" x 4' HIGH.
 SMALL BULK BAGS SHALL BE CONSTRUCTED OF 3' x 6' WOVEN FABRIC, 1200 HOUR UV RESISTANT WITH SEAM LIFTING LOOPS. WHEN FILLED WITH NATIVE RIVER SAND AND GRAVEL, THE BAGS ARE APPROXIMATELY 3' WIDE x 7' LONG x 2.5' HIGH.
 BULK BAGS SHALL BE CAREFULLY PLACED TO ENSURE NO TEARING OR CUTTING OF THE BAGS OCCUR.
 BULK BAGS SHALL BE PLACED USING A HYDRAULIC CRANE OR TRACHOON USING LIFTING BARS AND STEEL CABLES TO EQUALIZE LOAD ON LIFTING LOOPS.

CONSTRUCTION NOTES:
 1. PRESERVE AND PROTECT EXISTING VEGETATION TO FULLEST EXTENT POSSIBLE.
 2. INSTALL BULK BAG COFFER DAMS PER DETAIL THIS SHEET.
 3. INSTALL TEMPORARY BYPASS PIPE TO DIVERT FLOW PAST ISOLATED WORK AREA. DISCHARGE BYPASS WATER TO CHANNEL DOWNSTREAM OF ISOLATED WORK AREA. PROVIDE SAFE DOWNSTREAM PASSAGE AROUND OR THROUGH ISOLATED WORK AREA FOR ADULT AND JUVENILE MERRIMACK PERLIT GAMMATER FISH MINIMUM.
 4. CONDUCT FISH SALVAGE IN ALL ISOLATED AREAS. SEE FISH SALVAGE NOTES THIS SHEET.
 5. DEWATER WORK AREA BETWEEN COFFER DAMS USING TRASH PUMP. WATER TO BE PUMPED A MINIMUM OF 10' FROM WORK AREA TO AN ADJACENT FLOODPLAIN.
 6. MAINTAIN FISH VELOCITY 28 FT/S. RECEIVING POOL OF SUFFICIENT DEPTH TO PREVENT IMPACT OR INJURY WITH SAFE LANDING ZONE. ADEQUATE EGRESS FOR DOWNSTREAM MIGRANTS.

WORK AREA ISOLATION:
 CONTRACTOR SHALL SUBMIT A DEWATERING AND WORK AREA ISOLATION STREAM BYPASS PLAN THAT LINES DEWATERED STREAM LENGTH, COORDINATE WITH PROJECT ENGINEER FOR APPROVAL. PRIOR TO BEGINNING CONSTRUCTION, IT IS ANTICIPATED THAT THE WORK AREA WILL BE DRY DURING CONSTRUCTION.
 THE PREFERRED WORK AREA ISOLATION TECHNIQUE SHALL INCORPORATE GRAVITY DEWATERING TECHNIQUES AS MUCH AS POSSIBLE. PREFERABLY A FORM OF COFFER DAM AND SUPPLY PIPE. DISCHARGE FLOW ENERGY AT OUTLET TO PROVIDE SAFE DOWNSTREAM REENTRY FOR FISH. PREFERABLY INTO POOL HABITAT WITH COVER. STATE-BUILT POWER EQUIPMENT, SUCH AS GENERATORS, WITHIN 150 FEET OF THE WATER SHALL BE SECURED TO PREVENT LEAKS.
 ALL POWER EQUIPMENT WITHIN 150 FEET OF THE WATER SHALL BE INSPECTED DAILY FOR FUEL LEAKS AND REPAIRED. PRIOR TO USE WITHIN 150 FEET. IF A LEAK IS DETECTED, THE CONTRACTOR MUST REPAIR ONLY. INSPECTION REPORTS A BULK BAGS USED FOR DEWATERING SHALL HAVE INTAKE SCREENS THAT MEET THE MOST CURRENT VERSION OF MESH AND COVER. FISH SCREENS OR FENCE OR BE OPERATED IN AN AREA WHERE FISH ARE NOT ABLE TO ENTER.
 AT COMPLETION OF PROJECT, REWATER THE CONSTRUCTION SITE SLOWLY TO PREVENT LOSS OF SURFACE FLOW AND TO PREVENT RELEASE OF SUSPENDED SEDIMENT.

GENERAL FISH SALVAGE NOTES:
 THE CONTRACTOR SHALL COORDINATE WITH THE PROJECT SPOILSMAN AT CONSTRUCTION WITH THE COPY TO REMOVE EXISTING FISH AT THE PROJECT SITE PRIOR TO ISOLATING THE AREA.
 REMOVE FISH FROM THE ISOLATED WATER WORK AREA. A QUALIFIED BIOLOGIST WILL DETERMINE THE METHODS FOR FISH REMOVAL WITHIN THE ISOLATED WATER WORK SITE.

A3 TYPICAL TEMPORARY WATER BYPASS - PUMPING (IF REQUIRED)
 N.T.S.

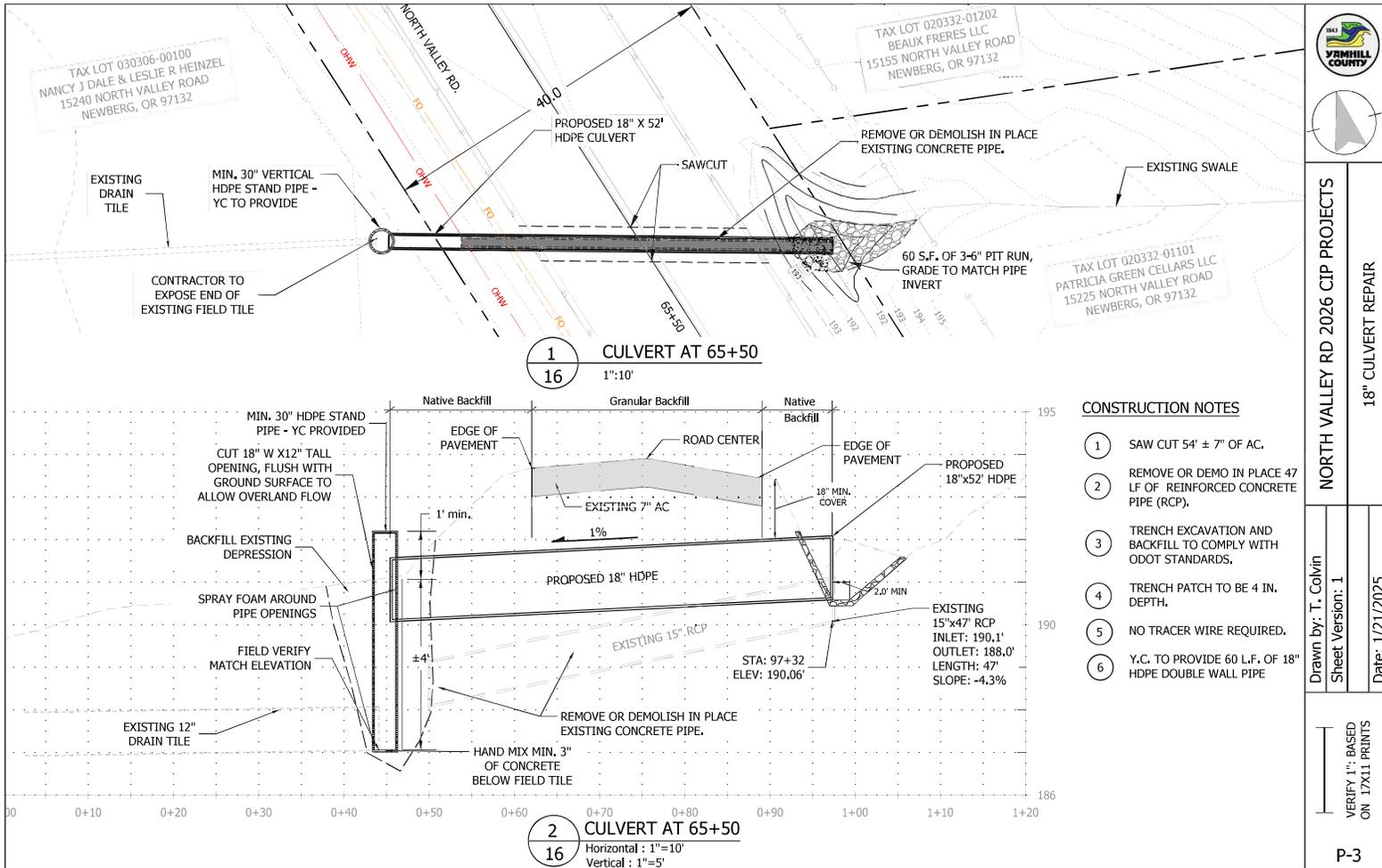
631 Melrose Street
 Astoria, Oregon 97103
 (503) 441-1350

PROJECT NO. 2503
 SHEET NO. P-2

DATE: _____
 REVISIONS: _____

NORTH VALLEY ROAD CULVERT REPLACEMENT STANDARD DETAILS

DRAWN: CSJ CHECK: YC
 VERIFY SCALE: Scaling based on 2503.dwg prints
 PROJECT NO. 2503
 SHEET NO. P-2



1
16 CULVERT AT 65+50
1":10'

2
16 CULVERT AT 65+50
Horizontal: 1"=10'
Vertical: 1"=5'

CONSTRUCTION NOTES

- 1 SAW CUT 54" ± 7" OF AC.
- 2 REMOVE OR DEMO IN PLACE 47 LF OF REINFORCED CONCRETE PIPE (RCP).
- 3 TRENCH EXCAVATION AND BACKFILL TO COMPLY WITH ODOT STANDARDS.
- 4 TRENCH PATCH TO BE 4 IN. DEPTH.
- 5 NO TRACER WIRE REQUIRED.
- 6 Y.C. TO PROVIDE 60 L.F. OF 18" HDPE DOUBLE WALL PIPE



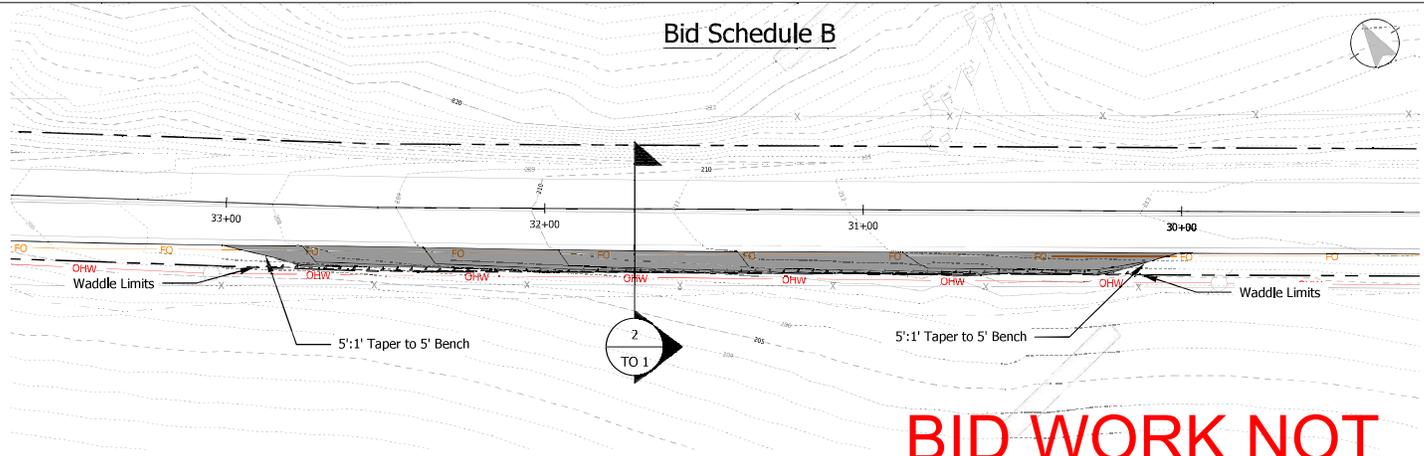
NORTH VALLEY RD 2026 CIP PROJECTS
18" CULVERT REPAIR

Drawn by: T. Colvin
Sheet Version: 1
Date: 1/21/2025

VERIFY 1" BASED
ON 17X11 PRINTS

P-3

Bid Schedule B

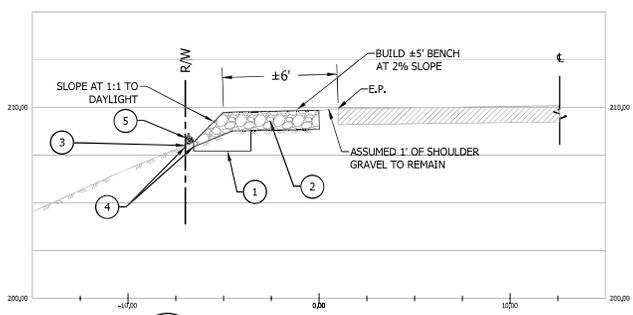


BID WORK NOT AWARDED

Construction Notes:

- 1 Clear and Grub turn out limits. Prepare grubbed area with benches to construct embankment per ODOT Standard Drawing DET2100 Place 100% Grindings in T.O. 1
- 2 Compacted Grindings to pass load dump truck proof roll.
- 3 County to Stake ROW limits with 50' Lath. Plans are designed to be field fit. No density testing required.
- 4 Maintain Min. 1' inside ROW staking.
- 5 Install Waddle at approx. limits shown (275')

1 Sta. 32+00
TO 1
1"=30'



2 Section View
TO 1
Horizontal: 1"=5'

Material Table			
Station	Area	Volume	Cumulative Volume
30+00.00	0.00	0.00	0.00
30+26.00	6.60	3.18	3.18
31+00.00	5.32	16.34	19.52
32+00.00	3.72	16.75	36.27
32+75.00	3.54	10.09	46.35
33+00.00	0.00	1.64	47.99

NORTH VALLEY RD 2026 CIP PROJECTS
TURNOUT #1 GRADING PLAN

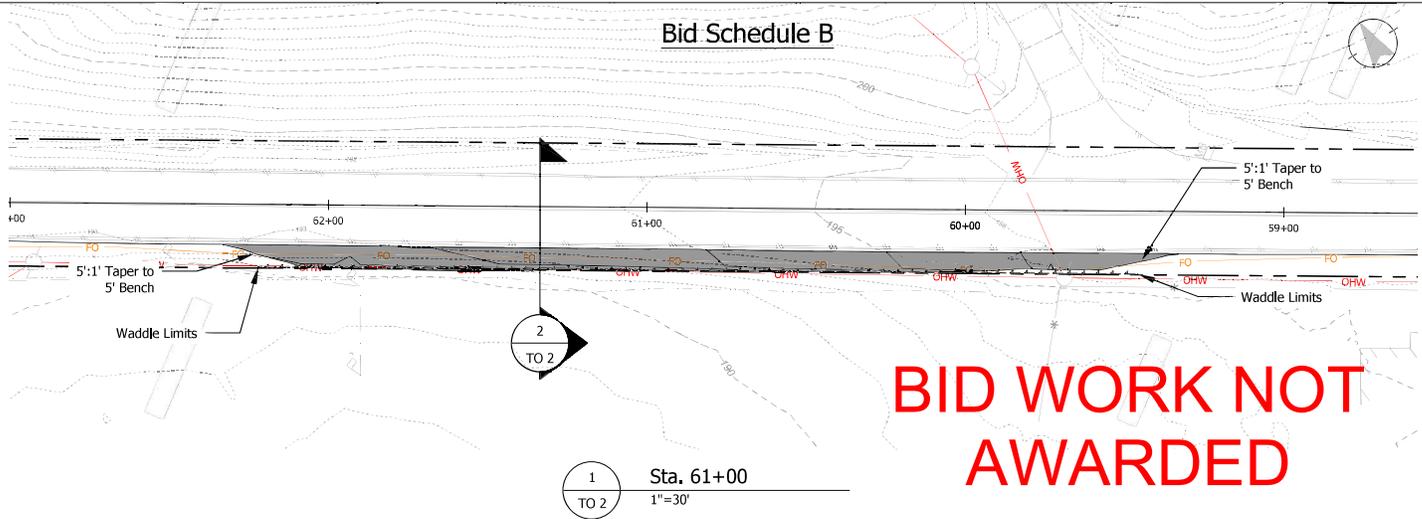
Drawn by: G. Haffner
Sheet Version: 1
Date: 1/21/2026

VERIFY 1" BASED ON 17X11 PRINTS

TO 1



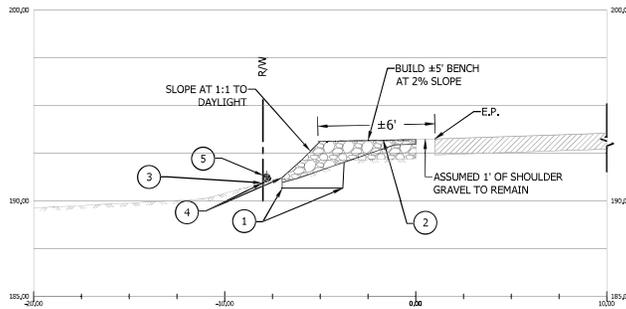
Bid Schedule B



1 Sta. 61+00
1"=30'

Construction Notes:

- 1 Clear and grub turn out limits. Prepare grubbed area with benches to construct embankment per ODOT Standard Drawing DET2100 Place 100% Grindings in T.O. 1
- 2 Place 12" of Grindings, compact, proof roll with loaded dump truck.
- 3 County to Stake ROW limits with 50' Lath. Plans are designed to field fit. No density testing required.
- 4 Maintain Min. 1' inside ROW staking.
- 5 Install Waddle at approx. limits shown (275')

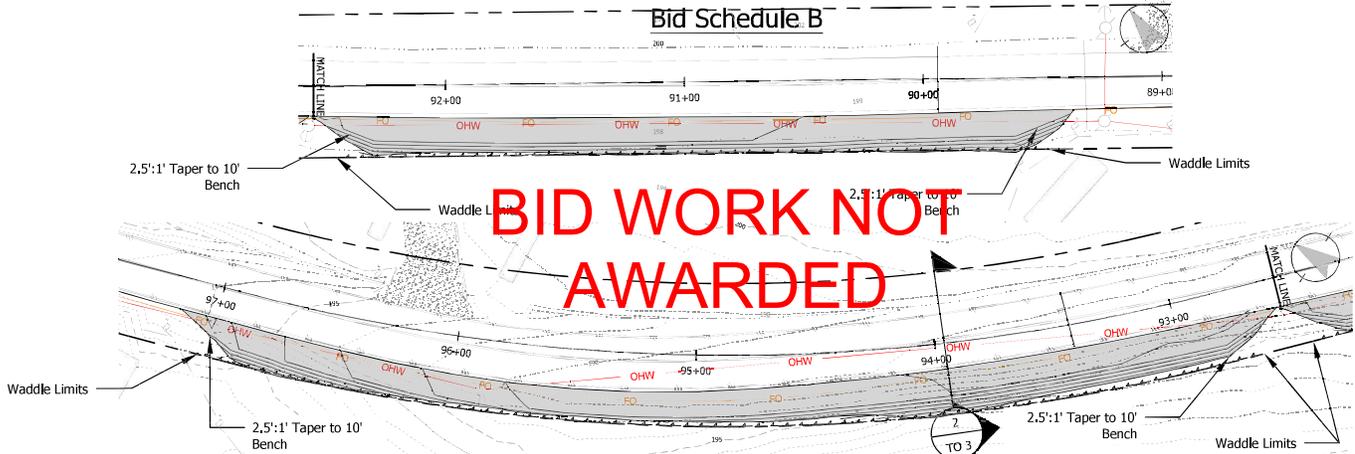


2 Section View
Horizontal: 1"=5'

Material Table			
Station	Area	Volume	Cumulative Volume
59+49,99	0,03	0,00	0,00
59+75,88	1,24	0,61	0,61
60+50,00	3,02	5,85	6,46
61+00,00	4,78	7,22	13,68
61+50,00	5,61	9,62	23,30
62+25,08	4,76	14,42	37,72
62+50,00	0,00	2,20	39,92



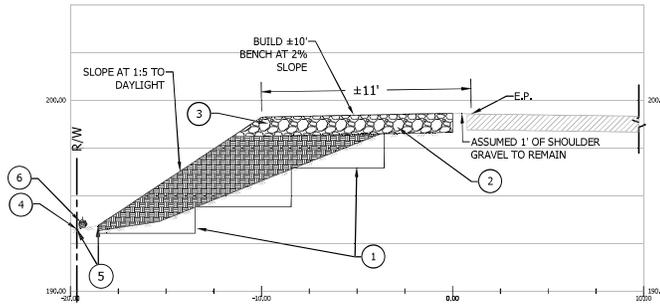
Bid Schedule B



Construction Notes:

- 1 Clear and Grub turn out limits. Prepare grubbed area with benches to construct embankment per ODOT Standard Drawing DET2100. Place 100% Grindings in T.O. 1
- 2 Place FDR spoils within 12" of finish grade.
- 3 Place Min. of 12" of FDR grindings to pass proof roll with loaded dump truck.
- 4 County to Stake ROW limits. Plans are designed to be field fit. No density testing required.
- 5 Maintain 1' inside ROW staking.
- 6 Install Waddle at approx. limits shown (780')

1 Sta. 95+00
TO 3 1"=40'



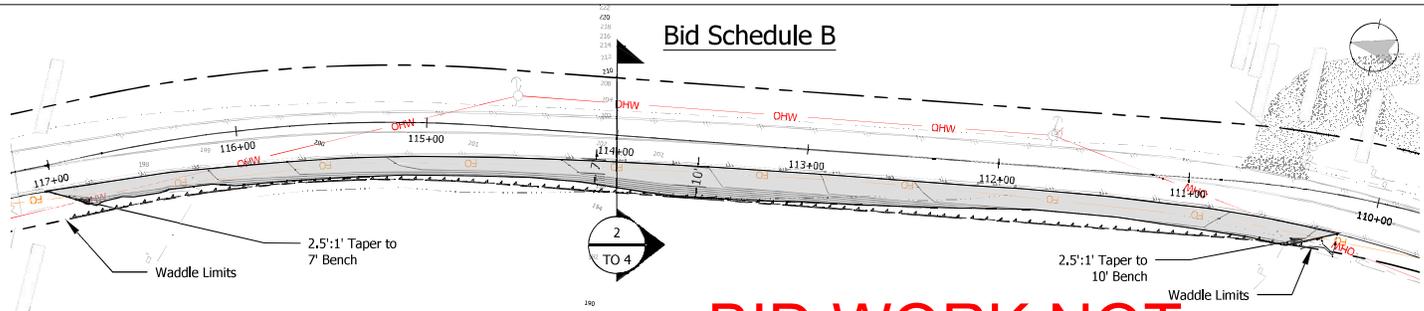
2 Section View
TO 3 Horizontal: 1"=5'

Material Table

Station	Area	Volume	Cumulative Volume
89+64.07	0.03	0.00	0.00
89+90.00	34.51	16.58	16.58
90+62.99	24.54	79.81	96.39
91+25.50	23.19	55.39	151.79
91+99.59	17.14	55.34	207.12
92+57.00	24.63	44.58	251.71
92+83.16	0.70	12.36	264.07
93+06.97	29.72	13.41	277.49
94+05.32	32.47	113.98	391.47
94+77.16	15.60	64.43	455.90
95+73.64	5.93	38.95	494.85
96+49.22	10.58	23.44	518.29
97+25.00	21.52	45.39	563.68
97+50.08	0.00	10.00	573.68



Bid Schedule B

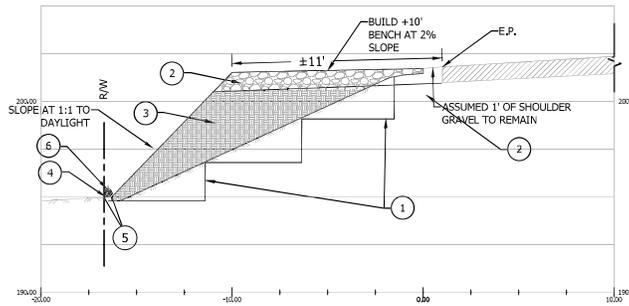


BID WORK NOT AWARDED

Construction Notes:

- 1 Clear and Grub turn out limits. Prepare grubbed area with benches to construct embankment per ODOT Standard Drawing DET2100.
- 2 Place FDR spoils within 12" of finish grade.
- 3 Place Min. of 12" of FDR grindings to pass proof roll with loaded dump truck.
- 4 County to Stake ROW limits. Plans are designed to be field fit. No density testing required.
- 5 Maintain 1' inside ROW staking.
- 6 Install Waddle at approx. limits shown (655')

1
TO 4
Sta. 114+00
1"=50'

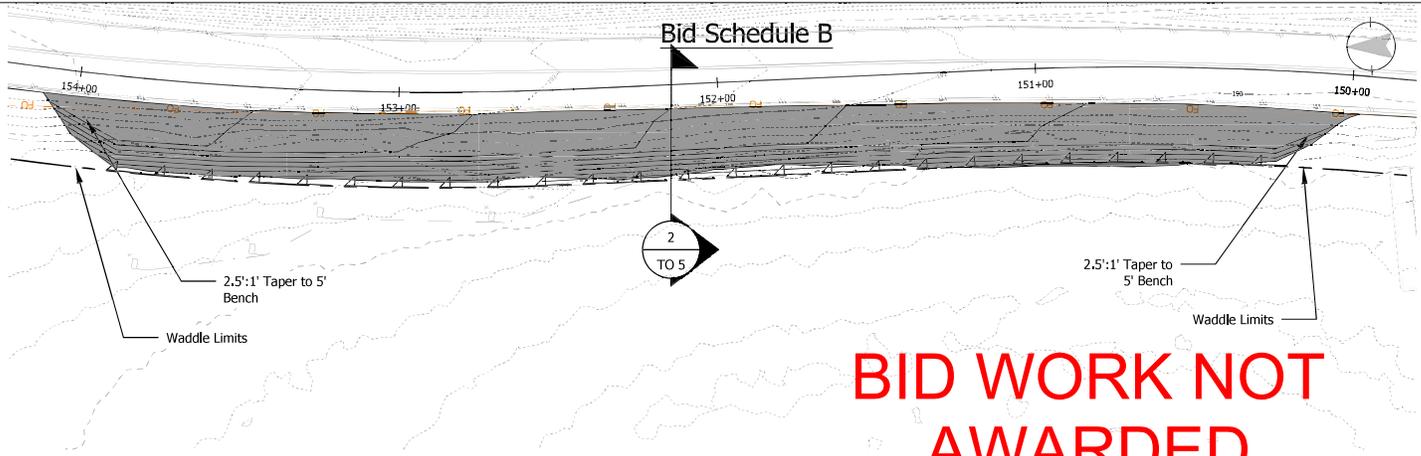


2
TO 4
Section View
Horizontal: 1"=5'

Material Table			
Station	Area	Volume	Cumulative Volume
110+50.00	16.35	0.00	0.00
110+75.00	13.12	13.53	13.53
112+00.00	4.69	40.95	54.48
113+00.00	31.48	66.98	121.47
114+00.00	33.83	120.58	242.05
115+88.08	11.98	158.79	400.83
117+05.00	8.04	43.12	443.96
117+30.24	0.00	3.76	447.71



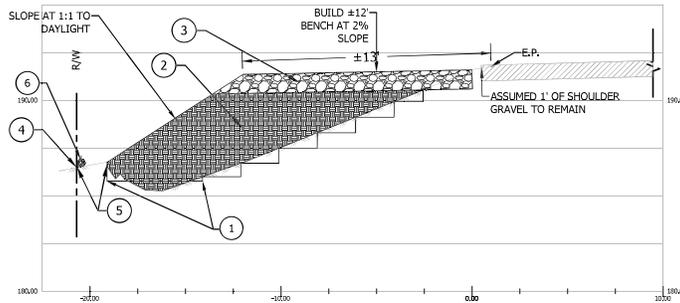
Bid Schedule B



Construction Notes:

- 1 Clear and Grub turn out limits. Prepare grubbed area with benches to construct embankment per ODOT Standard Drawing DET2100.
- 2 Place FDR spoils within 12" of finish grade.
- 3 Place Min. of 12" of FDR grindings to pass proof roll with loaded dump truck.
- 4 County to Stake ROW limits. Plans are designed to be field fit. No density testing required.
- 5 Maintain 1' inside ROW staking.
- 6 Install Waddle at approx. limits shown (400')

1 Sta. 151+00
1"=30'

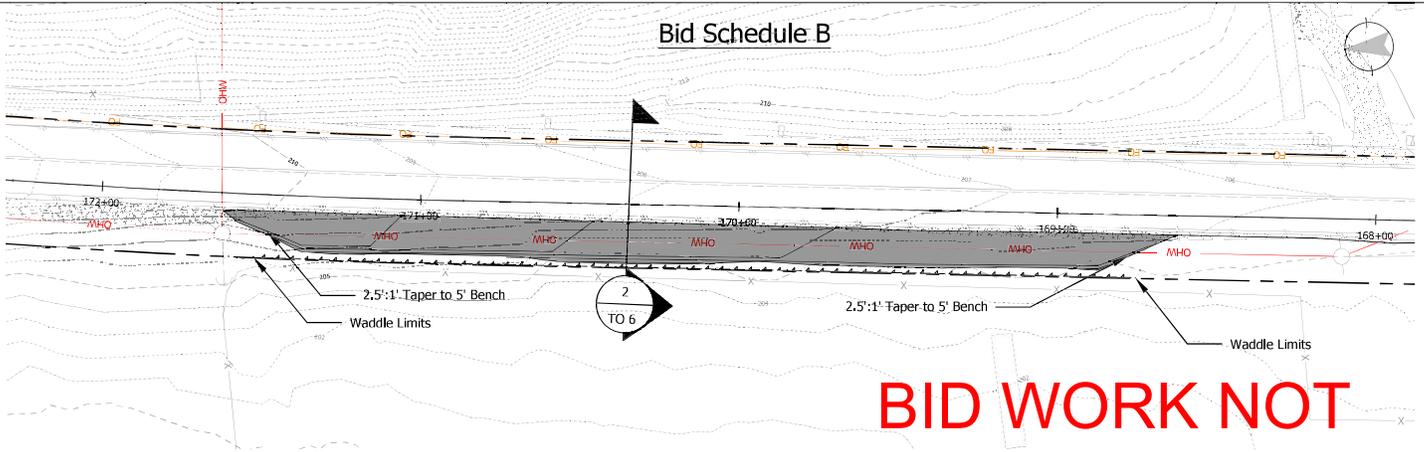


2 Section View
Horizontal: 1"=5'

Material Table			
Station	Area	Volume	Cumulative Volume
150+36.25	0.03	0.00	0.00
150+64.75	22.91	12.10	12.10
151+50.16	41.61	101.16	113.27
152+30.90	50.23	136.90	250.17
153+35.53	58.62	211.62	461.79
154+25.00	57.19	193.89	655.68
154+49.64	0.08	26.45	682.13



Bid Schedule B

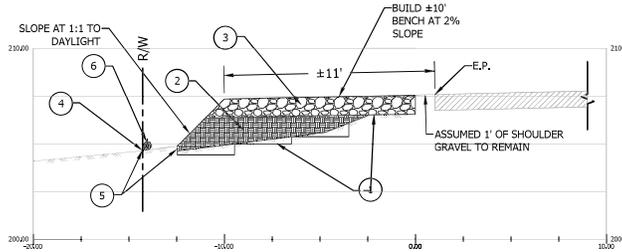


BID WORK NOT AWARDED

Construction Notes:

- 1 Clear and grub turnout limits. Prepare grubbed area with benches to construct embankment per ODOT Standard Drawing DET2100.
- 2 Place FDR spoils within 12" of finish grade.
- 3 Place Min. of 12" of FDR grindings to pass proof roll with loaded dump truck.
- 4 County to Stake ROW limits. Plans are designed to be field fit. No density testing required.
- 5 Maintain 1' inside ROW staking.
- 6 Install Waddle at approx. limits shown (275')

1 Sta. 170+00
TO 6 1"=30'

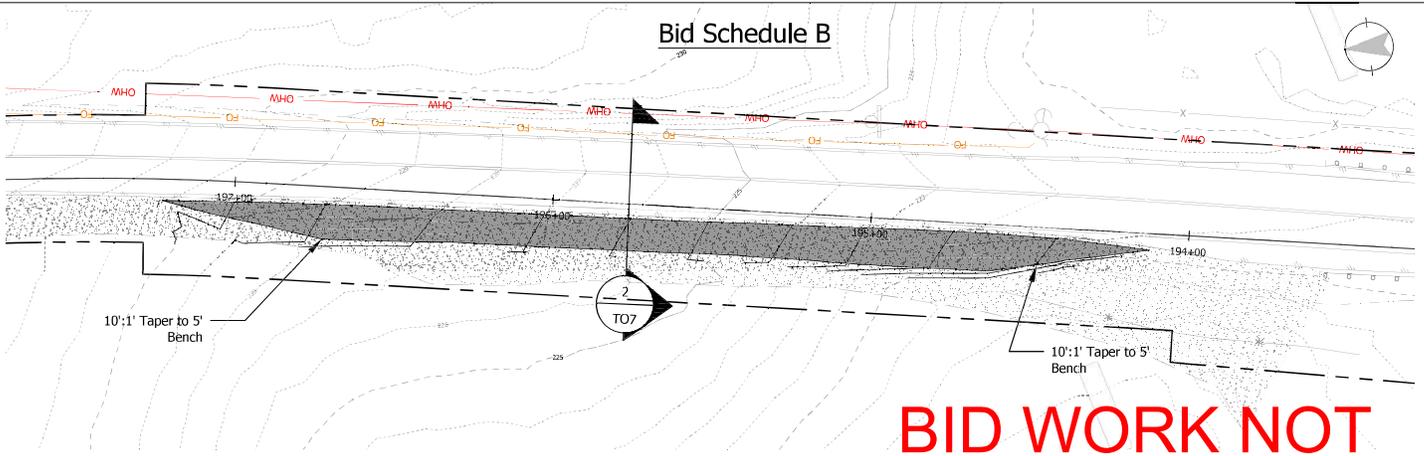


2 Section View
TO 6 Horizontal: 1"=5'

Material Table			
Station	Area	Volume	Cumulative Volume
168+99.92	0.00	0.00	0.00
169+25.53	11.70	5.55	5.55
169+81.64	13.21	25.88	31.43
170+50.32	19.18	41.19	72.61
171+21.76	11.97	41.20	113.82
171+75.00	16.36	27.93	141.75
172+00.68	0.00	7.78	149.53



Bid Schedule B

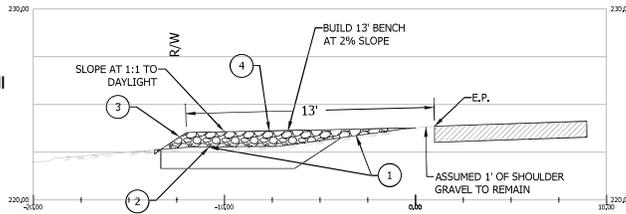


BID WORK NOT AWARDED

Construction Notes:

- 1 Clear and Grub turn out limits. Prepare grubbed area with benches to construct embankment per ODOT Standard Drawing DET2100.
- 2 Place FDR spoils within 12" of finish grade.
- 3 Place Min. of 12" of FDR grindings to pass proof roll with loaded dump truck.
- 4 County to Stake ROW limits. Plans are designed to be field fit. No density testing required.
- 5 Maintain 1' inside ROW staking.
- 6 Waddle not necessary for T07

1 Sta. 114+00
TO 7 1"=30'



2 Section View
TO 7 Horizontal: 1"=5'

Material Table			
Station	Area	Volume	Cumulative Volume
194+49.88	0.00	0.00	0.00
195+00.00	15.55	14.18	14.18
195+55.92	7.18	23.41	37.59
196+28.80	0.01	9.70	47.29
196+71.80	1.39	1.11	48.40
197+35.03	8.10	11.08	59.48
197+59.75	4.33	5.69	65.17

**BID WORK NOT
AWARDED**