

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

Sht. No	Description	Sht. No	Description
C-1	Cover Sheet	C-6	Full Depth Repair #2
C-2	Proposed Detour	C-7	Full Depth Repair #3
C-3	Traffic Control & Overview	C-8	Full Depth Repair #4
C-4	Site Earthwork Summary	C-9 & C10	48" Culvert Replacement
C-5	Full Depth Repair #1	C-11	18" Culvert Replacement

EXHIBIT H

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



Report of Geotechnical Engineering Services:
2026 North Valley Road Improvement Project
From NE Ribbon Edge Road to NE Alverton Road
Yamhill County, Oregon
Central Project: YamhillCo-1-01



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

Notes:
¹ BWT = Between wheel track

NORTH VALLEY RD 2026 CIP PROJECTS

COVER SHEET

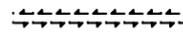
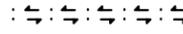
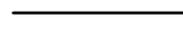
Drawn by: T. Colvin

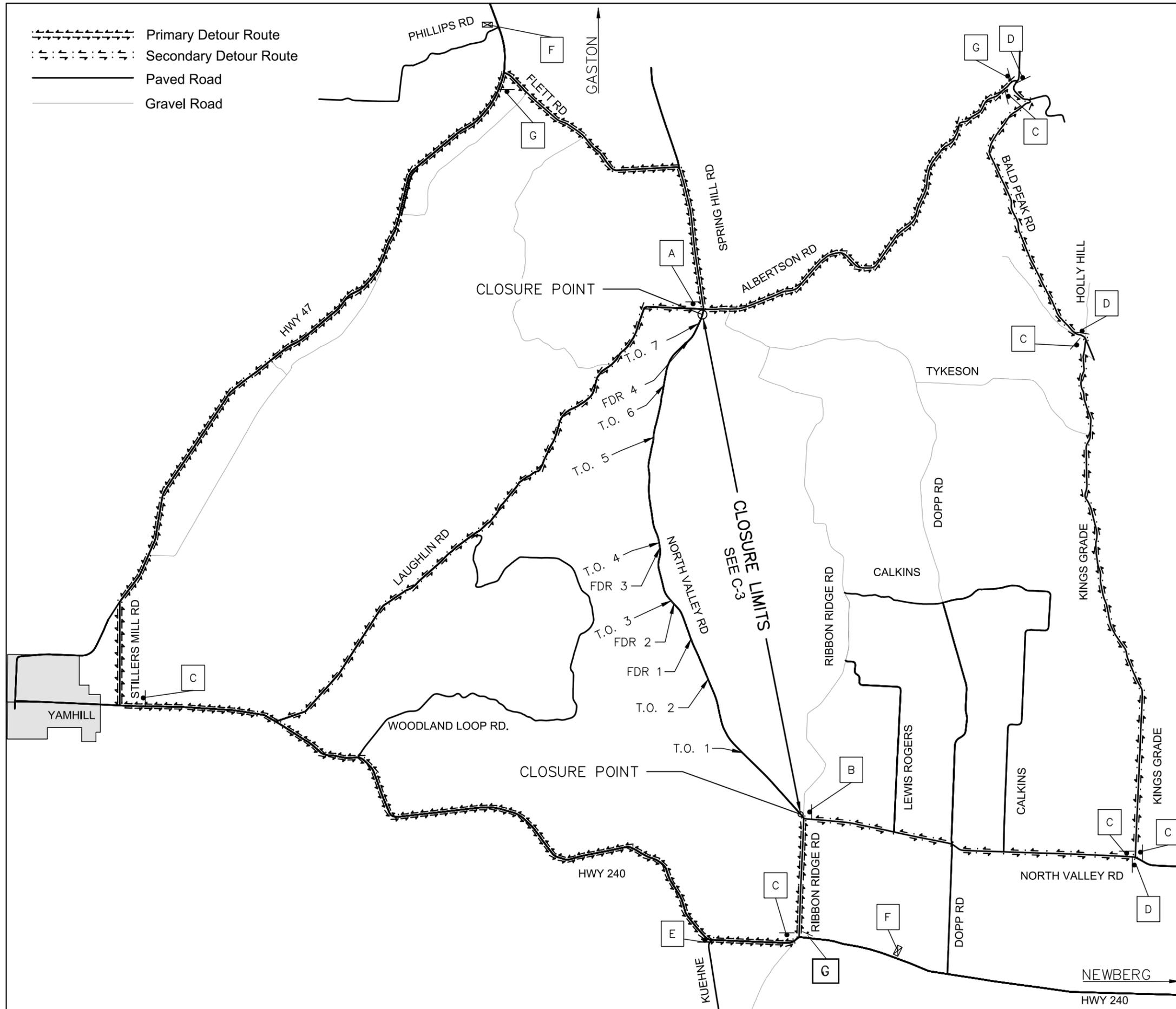
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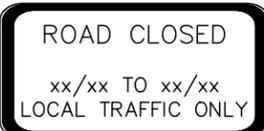
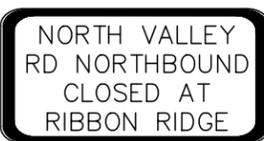
Date: 1/21/2025

VERIFY 1" :
BASED ON
17X11 PRINTS

C-1

-  Primary Detour Route
-  Secondary Detour Route
-  Paved Road
-  Gravel Road



 xx/xx TO xx/xx LOCAL TRAFFIC ONLY	SIGN 1	A		
 M4-8 24X12		A		
 NORTH VALLEY RD	SIGN 2	A		
 M6-1 (ORANGE)				
 M4-8 24X12		B		
 NORTH VALLEY RD	SIGN 2	B		
 M6-1 (ORANGE)				
 M4-8 24X12		C		
 NORTH VALLEY RD	SIGN 2	C		
 M6-1 (ORANGE)				
 M4-8 24X12		D		
 NORTH VALLEY RD	SIGN 2	D		
 M6-1 (ORANGE)				
 NORTH VALLEY RD NORTHBOUND CLOSED AT RIBBON RIDGE	SIGN 3	E		
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NORTH VALLEY RD CLOSURE	CLOSURE XX/XX XX/XX			
PORTABLE CHANGEABLE MESSAGE SIGN *SUGGESTED MESSAGE				
 NORTH VALLEY ROAD CLOSED AHEAD XX/XX-XX/XX	SIGN 4	G		



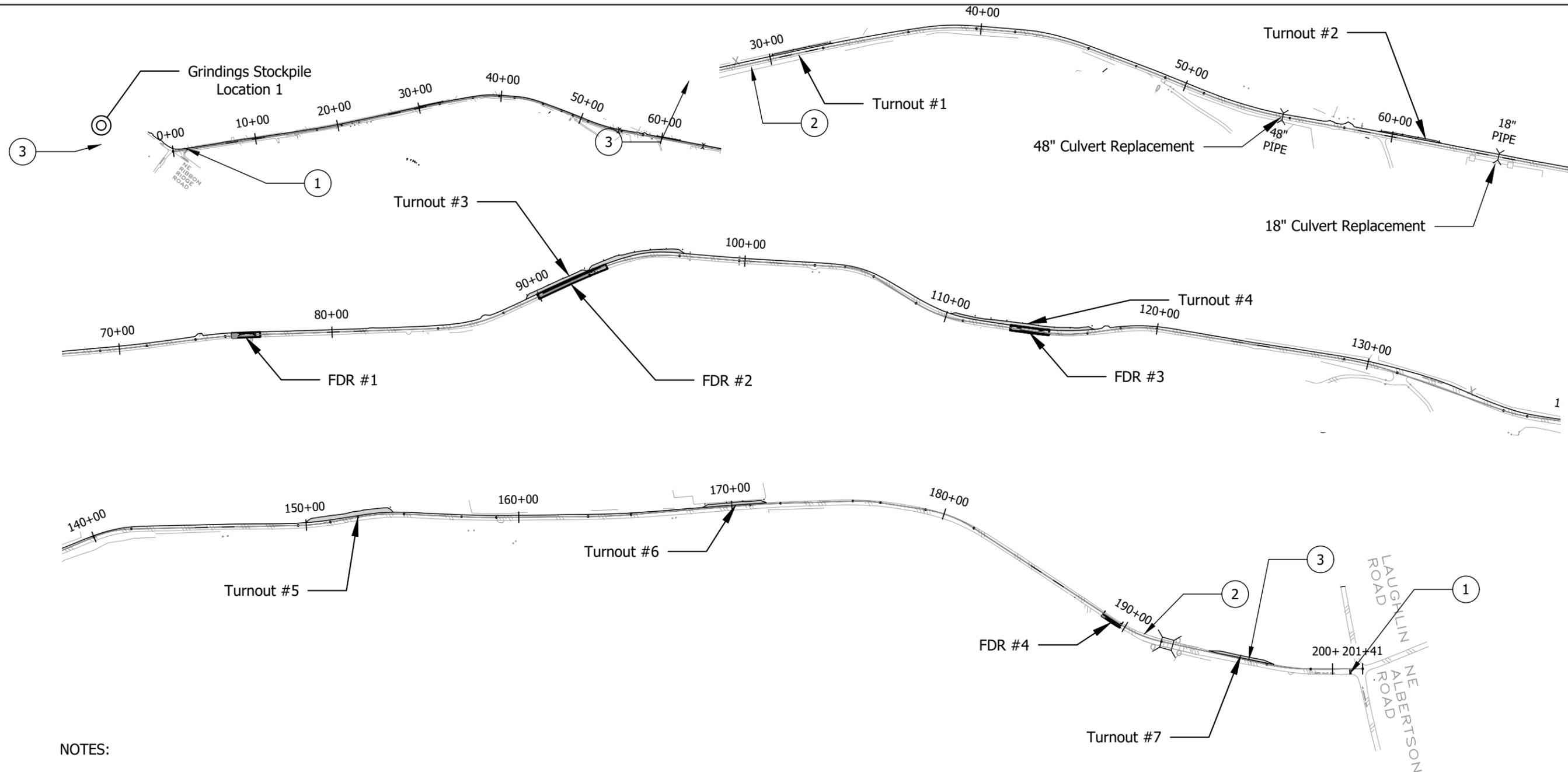
NORTH VALLEY RD 2026 CIP PROJECTS

PROPOSED DETOUR ROUTE

Drawn by: T. Colvin

Sheet Version: 1

Date: 1/7/2026

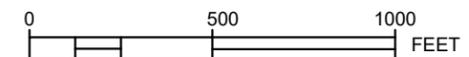
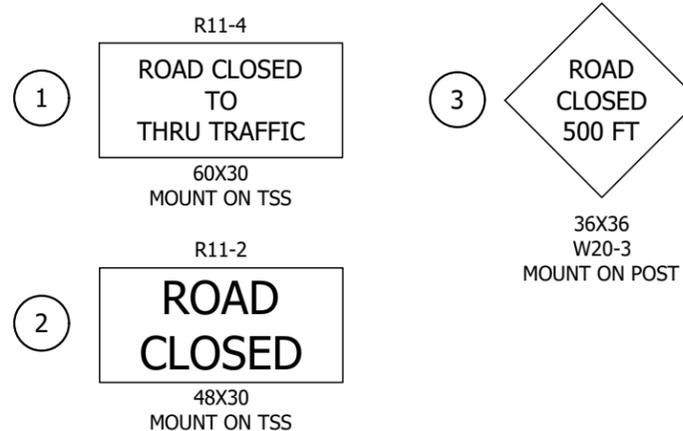


NOTES:

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

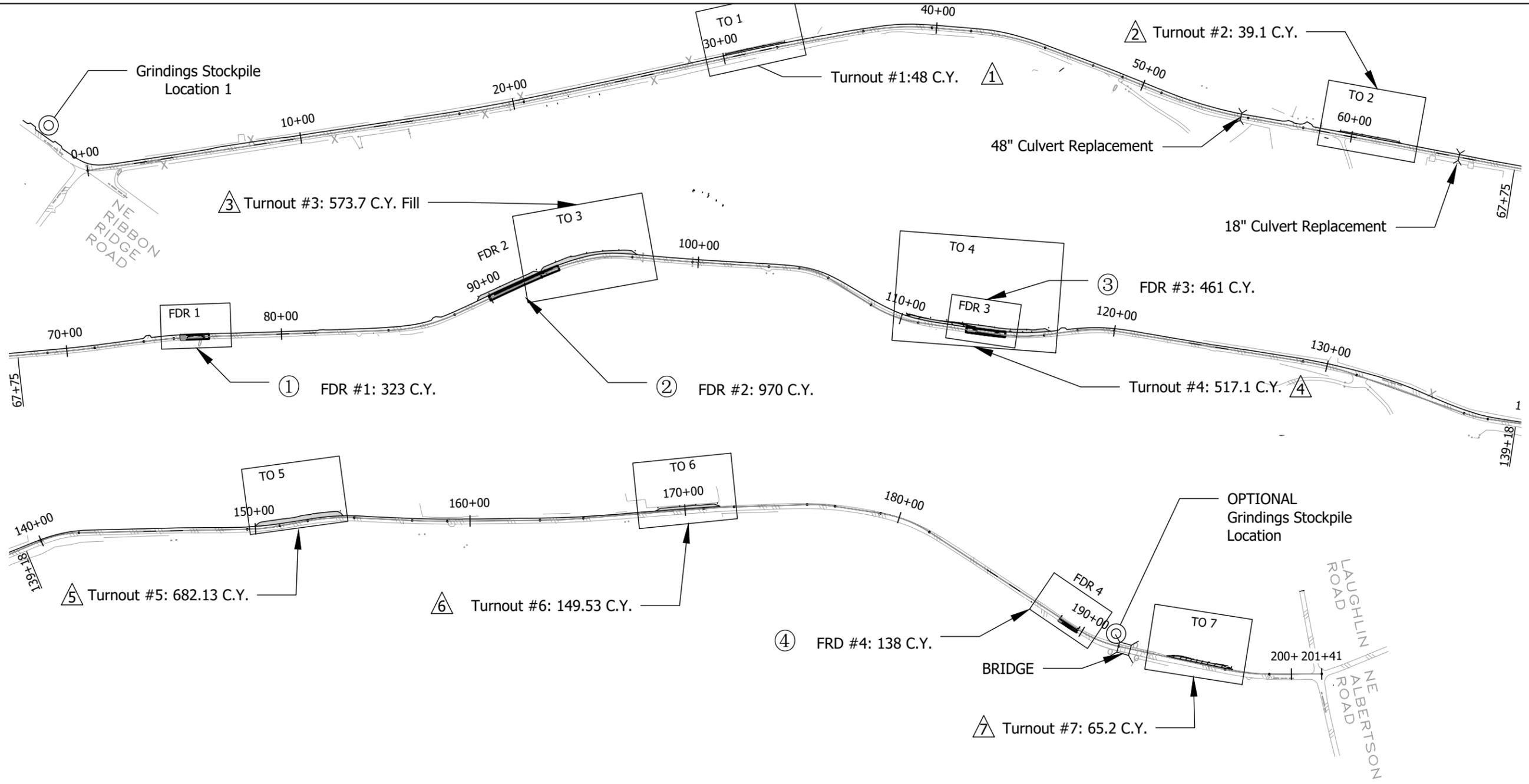
TRAFFIC CONTROL AND OVERVIEW

Drawn by: T. Colvin

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Date: 1/20/2026

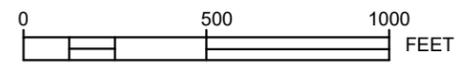
VERIFY 1" : BASED
ON 17X11 PRINTS



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			T.O. Fill		
①	323 C.Y.	<u>Cumulative</u>	1	47.99 C.Y.	<u>Cumulative</u>
②	861 C.Y.	1184	2	39.08 C.Y.	87.07
③	461 C.Y.	1645	3	573.68 C.Y.	660.75
④	138 C.Y.	1783	4	517.08 C.Y.	1177.83
48" Trench Spoils ±40 C.Y.			5	682.13 C.Y.	1859.96
12% SWELL			6	149.53 C.Y.	2009.49
2041 C.Y'S					



NORTH VALLEY RD 2026 CIP PROJECTS

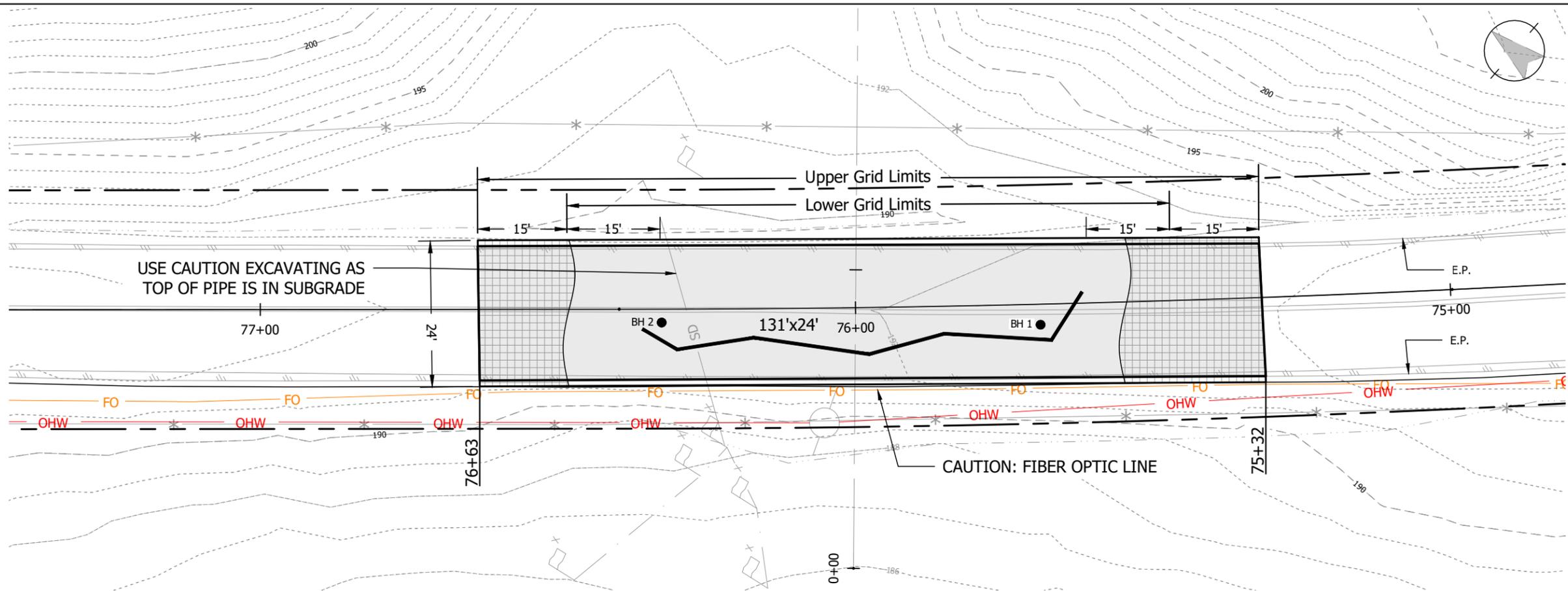
Drawn by: T. Colvin

Sheet Version: 1

Date: 1/21/2026

OVERVIEW

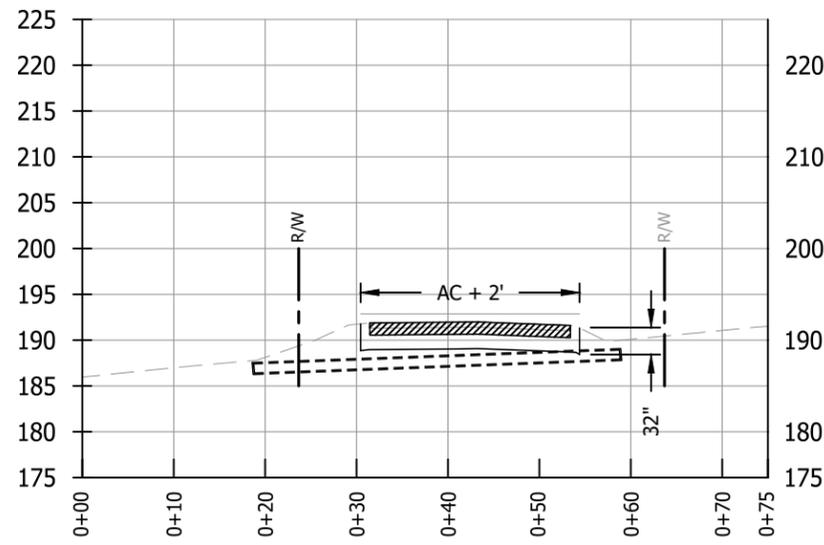
VERIFY 1" BASED ON 17X11 PRINTS



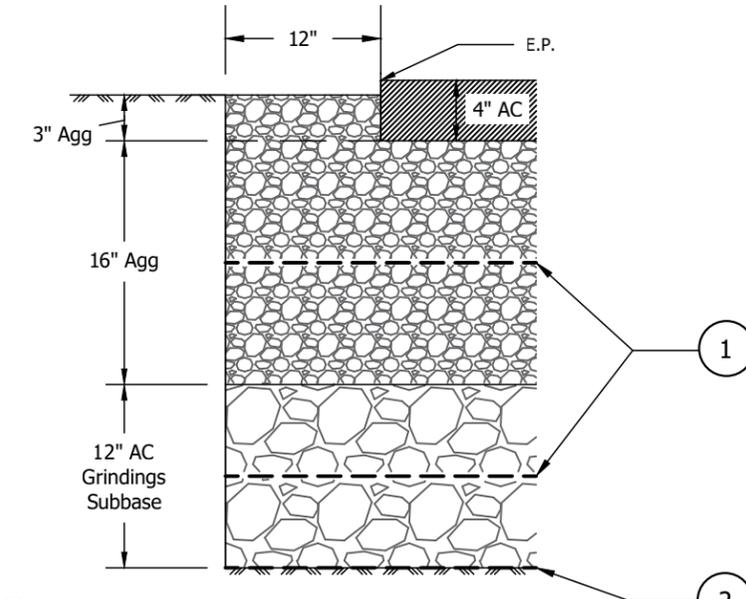
Construction Notes:

- 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'



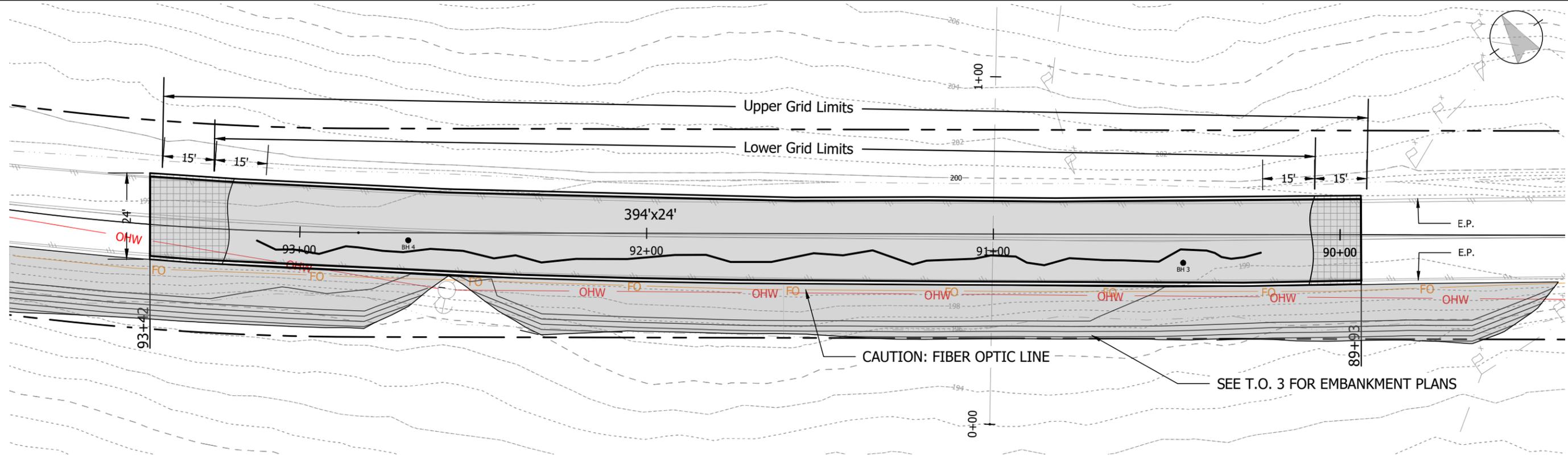
② Cross Section
FDR 1 Horizontal: 1"=20'
Vertical: 1"=20'



① Tensar TX5 triaxial or approved equivalent.

② Woven Geotextile Subgrade Fabric.

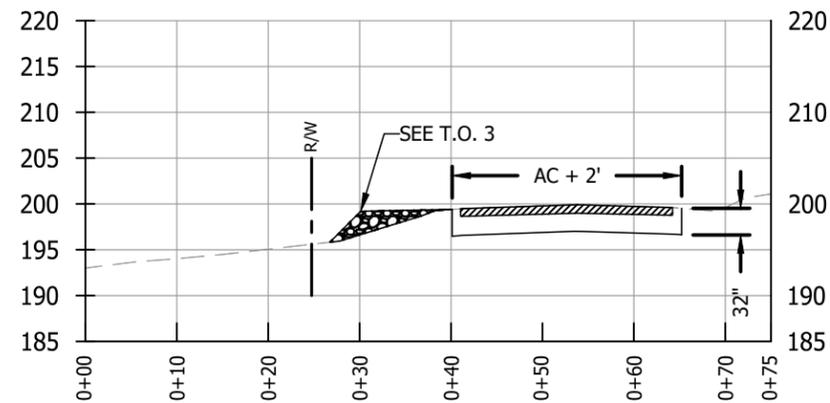
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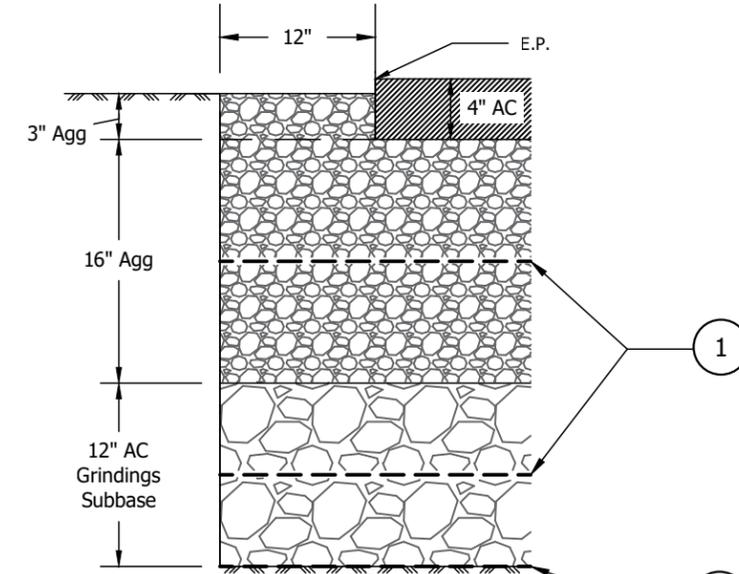
Construction Notes:

- 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. 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

NORTH VALLEY RD 2026 CIP PROJECTS

FULL DEPTH REPAIR #2

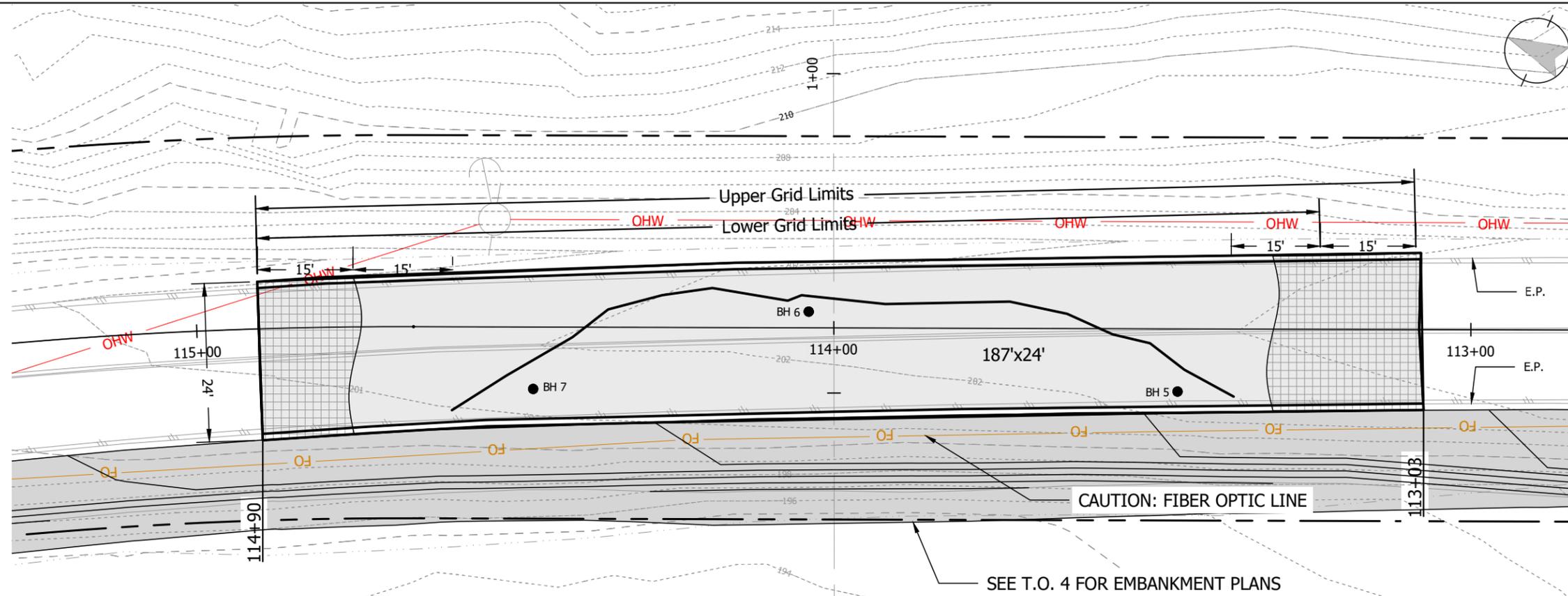
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Sheet Version: 1

Date: 12/10/2025

VERIFY 1" BASED
ON 17X11 PRINTS

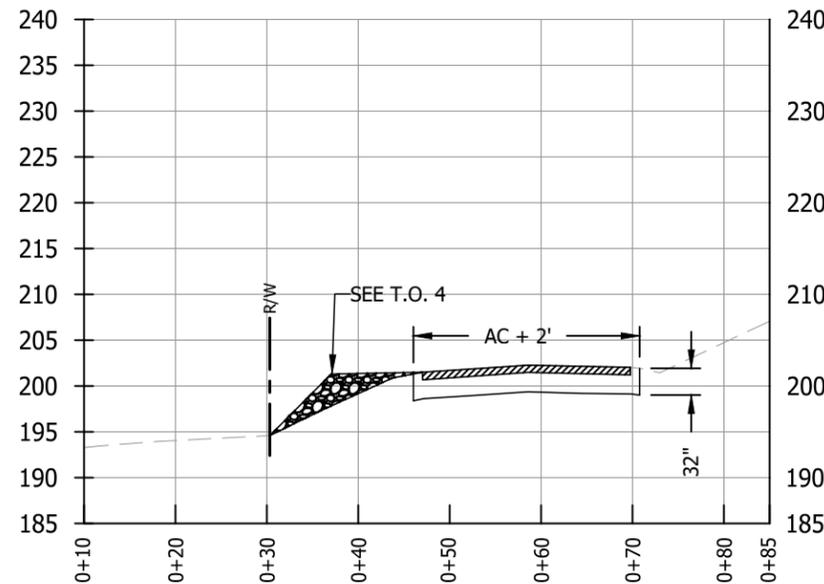
FDR 2



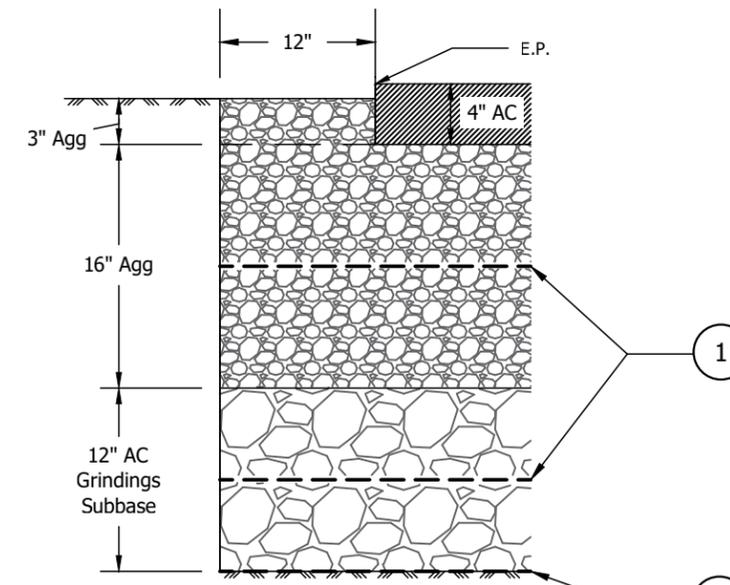
Construction Notes:

- 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'

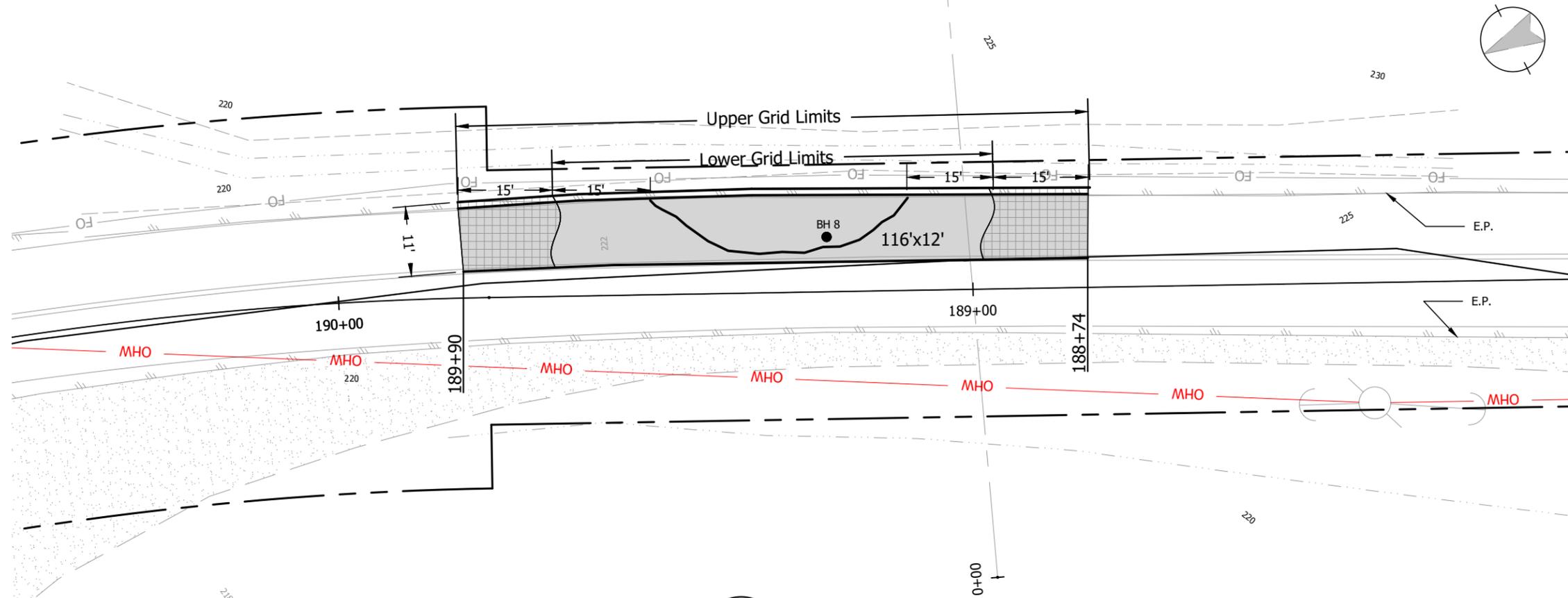


② Cross Section
FDR 3 Horizontal: 1"=20'
Vertical: 1"=20'



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

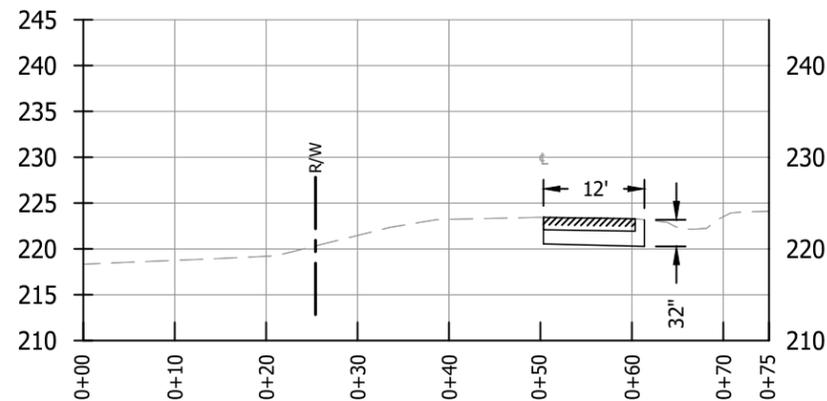
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FDR 3 *Not to scale



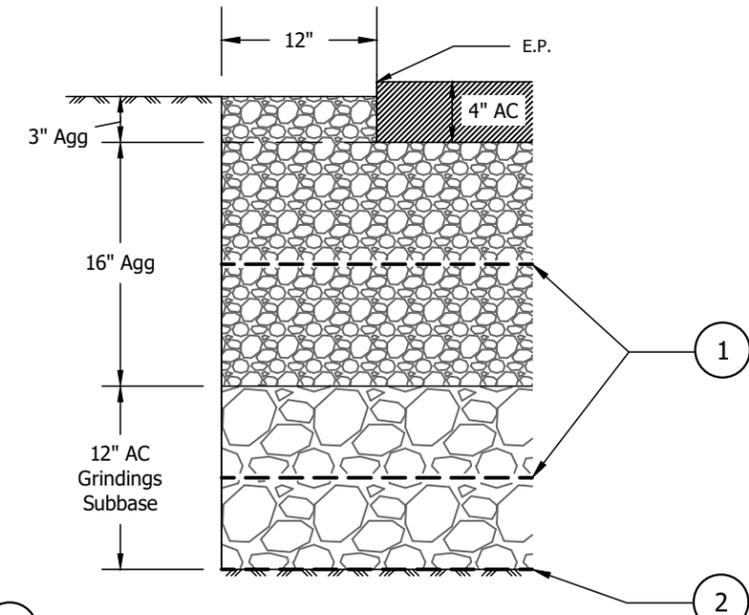
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- ⑨ Place 8" lift of Agg. base, compact
- ⑩ Place 4" of Level III AC, max 2" lift.

① Sta. 190+00
FDR 4 1"=20'



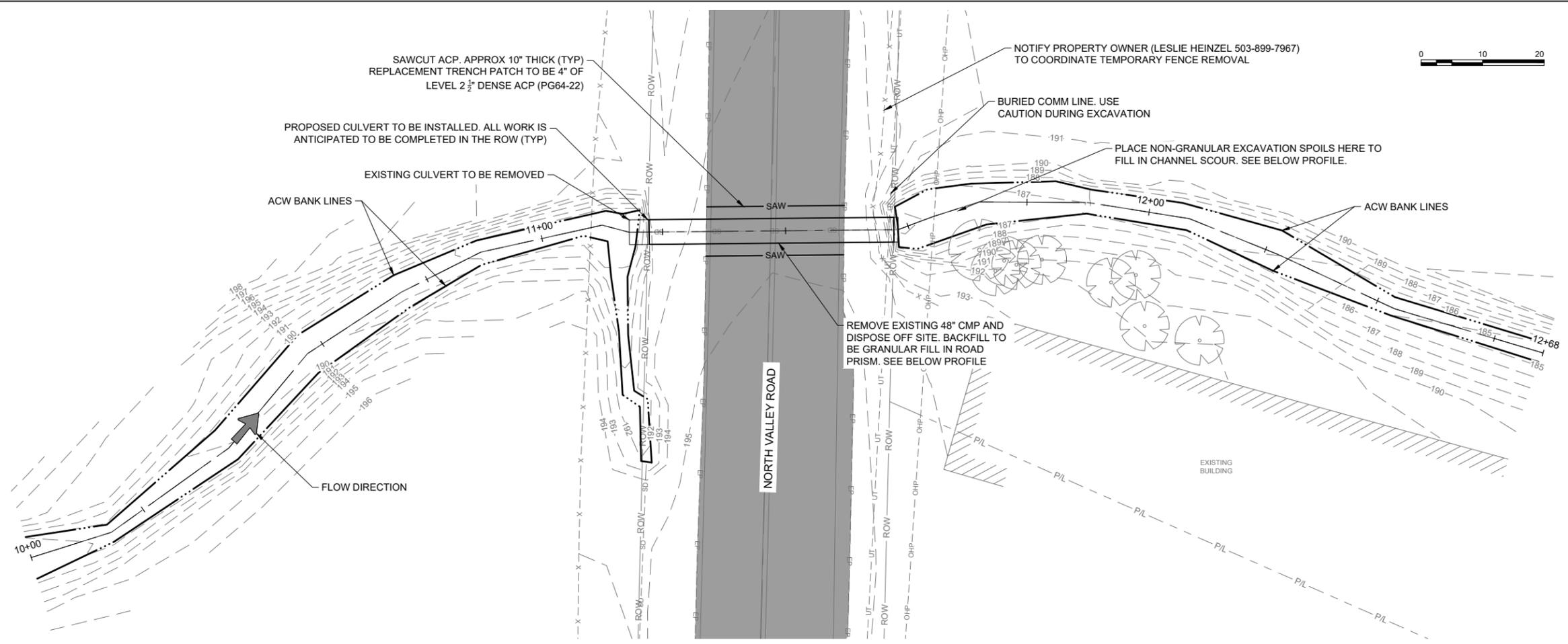
② Cross Section
FDR 4 Horizontal: 1"=20'
Vertical: 1"=20'



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

③ Typ Section Detail
FDR 4 *Not to scale

D:\2503_NORTH VALLEY RD CULVERTIC_DESN\CAD3_DESIGN_PLANS\11NVR SITE PLAN.DWG LAST SAVED: 1/14/2026 8:09 PM PRINTED: 1/14/2026 8:10 PM



GENERAL SHEET NOTES

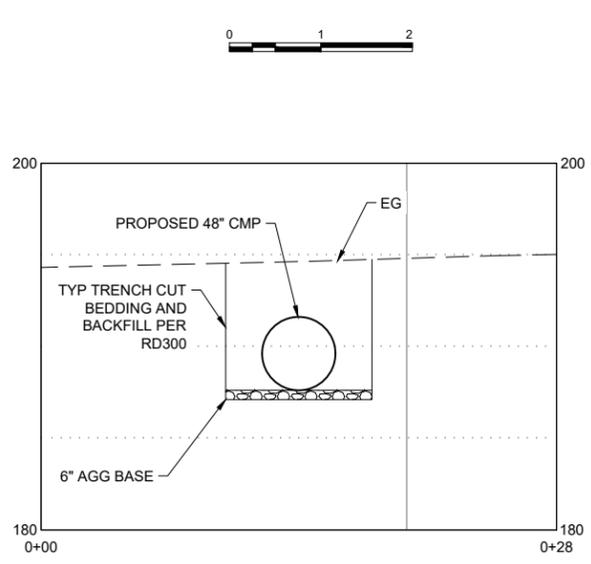
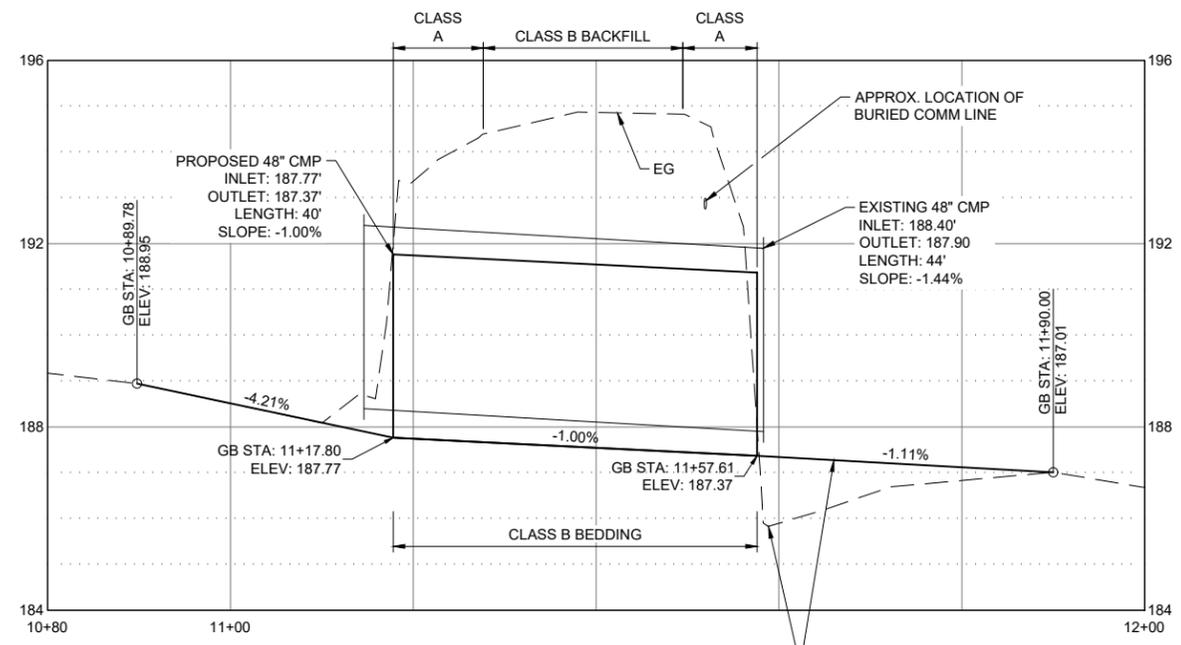
- EXISTING UTILITIES ARE SHOWN IN AN APPROXIMATE LOCATION. CONTRACTOR TO VERIFY EXISTING UNDERGROUND UTILITIES PRIOR TO CONSTRUCTION. SEE UTILITY PLANS FOR MORE INFORMATION.
- FURNISH MATERIALS WHERE "INSTALL", "PLACE" OR "CONSTRUCT" IS REQUIRED UNLESS NOTED OTHERWISE.
- AREAS DISTURBED BY CONSTRUCTION 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 CULVERT'S TRENCH AT THE SAME HORIZONTAL ALIGNMENT. TRIM 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

STONE ENGINEERING, INC.
611 Hobson Street
Styton, Oregon 97383
(541) 643-1350

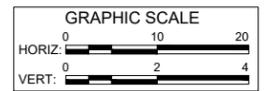
REGISTERED PROFESSIONAL ENGINEER
99533PE
OREGON
MARCH 08, 2008
CODY GLENN STONE
EXPIRES: 06-30-2026

NO.	REVISIONS	DATE
This document or any part thereof in detail or design concept is the personal property of Stone Engineering, Inc. and shall not be copied in any form without the written authorization of Stone Engineering, Inc.		

YAMHILL COUNTY
OREGON



PERFORM MINOR CHANNEL REGRADING TO ESTABLISH THE FINISHED GRADE SHOWN. PREFER TO USE EXCAVATED STREAMBED MATERIAL DURING PIPE INSTALLATION, OTHERWISE MATCH EXISTING MATERIAL AND GRADATION OF UP- AND DOWNSTREAM CHANNEL AT THE APPROVAL OF THE ENGINEER.

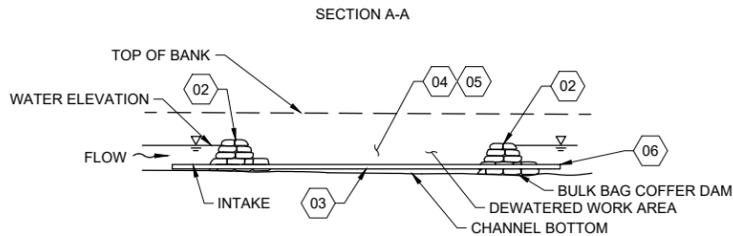


NORTH VALLEY ROAD CULVERT REPLACEMENT
PROPOSED IMPROVEMENTS

DRAWN: CGS 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

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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 MIGRATORY FISH. 12" DIAMETER PIPE MINIMUM.
4. CONDUCT FISH SALVAGE IN ALL ISOLATED AREAS. SEE FISH SALVAGE NOTES THIS SHEET.
5. DE-WATER WORK AREA BETWEEN COFFER DAMS USING TRASH PUMP. WATER TO BE PUMPED A MINIMUM OF 100' FROM WORK AREA TO AN ADJACENT FLOODPLAIN.
6. PIPELINE EXIT CONDITIONS: VELOCITY <25 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 LIMITS 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 BY-PASS PIPE. DISSIPATE FLOW ENERGY AT OUTLET TO PROVIDE SAFE DOWNSTREAM REENTRY FOR FISH, PREFERABLY INTO POOL HABITAT WITH COVER. STATIONARY POWER EQUIPMENT, SUCH AS GENERATORS, WITHIN 150- FEET OF THE WATER SHALL BE DIAPERED TO PREVENT LEAKS.

ALL POWER EQUIPMENT WITHIN 150- FEET OF THE WATER SHALL BE INSPECTED DAILY FOR FLUID LEAKS AND REPAIRED, PRIOR TO USE WITHIN 150- FEET, IF A LEAK IS DETECTED. THE CONTRACTOR MUST KEEP DAILY INSPECTION REPORTS IN A DIARY. PUMPS USED FOR DEWATERING SHALL HAVE INTAKE SCREENS THAT MEET THE MOST CURRENT VERSION OF NMFS' AND ODFW'S FISH SCREEN CRITERIA OR BE OPERATED IN AN AREA WHERE FISH ARE NOT ABLE TO ENTER.

AT COMPLETION OF PROJECT, RE-WATER 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 SPONSOR IN CONJUNCTION WITH THE ODFW TO REMOVE EXISTING FISH AT THE PROJECT SITE PRIOR TO ISOLATING THE AREA.

REMOVE FISH FROM THE ISOLATED IN-WATER WORK SITE. A QUALIFIED BIOLOGIST WILL DETERMINE THE METHODS FOR FISH REMOVAL WITHIN THE ISOLATED IN-WATER WORK SITE.

BULK BAG NOTES:

BULK BAGS ARE ALSO CALLED FLEXIBLE INTERMEDIATE BULK CONTAINERS THAT CAN BE CUSTOM MADE FROM VARIOUS FABRIC. THE FOLLOWING REQUIREMENTS ARE NECESSARY FOR THE RIVER ENVIRONMENT:

LARGE BULK BAGS SHALL BE CONSTRUCTED OF 8 oz WOVEN FABRIC, 1200 HOUR UV RESISTANT WITH SEWN LIFTING LOOPS. WHEN FILLED WITH NATIVE RIVER SAND AND GRAVEL, THE BAGS ARE APPROXIMATELY 6' WIDE x 6' LONG x 4' HIGH.

SMALL BULK BAGS SHALL BE CONSTRUCTED OF 8 oz WOVEN FABRIC, 1200 HOUR UV RESISTANT WITH SEWN LIFTING LOOPS. WHEN FILLED WITH NATIVE RIVER SAND AND GRAVEL, THE BAGS ARE APPROXIMATELY 3' WIDE x 3' LONG x 2.5' HIGH.

BULK BAGS SHALL BE CAREFULLY PLACED TO ENSURE NO TEARING OR CUTTING OF THE BAGS OCCURS.

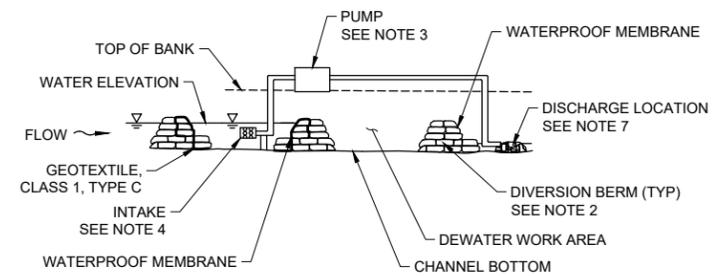
BULK BAGS SHALL BE PLACED USING A HYDRAULIC CRANE OR TRACKHOE USING LIFTING BARS AND STEEL CABLES TO EQUALIZE LOAD ON LIFTING LOOPS.

GENERAL NOTES:

1. THE HEIGHT OF A SEDIMENT FENCE SHALL NOT EXCEED 36 INCHES. STORAGE HEIGHT AND PONDING HEIGHT SHALL NEVER EXCEED 18 INCHES.
2. THE FENCE LINE SHALL FOLLOW THE CONTOUR AS CLOSELY AS POSSIBLE.
3. IF POSSIBLE, THE FILTER FABRIC SHALL BE CUT FROM A CONTINUOUS ROLL TO AVOID THE USE OF JOINTS. WHEN JOINTS ARE NECESSARY, FILTER CLOTH SHALL BE SPICED ONLY AT A SUPPORT POST, WITH A MINIMUM 6 INCH OVERLAP AND BOTH ENDS SECURELY FASTENED TO THE POST.
4. POSTS SHALL BE SPACED A MAXIMUM OF 10 FEET APART AND DRIVEN SECURELY INTO THE GROUND (MINIMUM OF 12 INCHES). WHEN EXTRA-STRENGTH FABRIC IS USED WITHOUT THE WIRE SUPPORT FENCE, POST SPACING SHALL NOT EXCEED 6 FEET.
5. TURN THE ENDS OF THE FENCE UPHILL.
6. A TRENCH SHALL BE EXCAVATED APPROXIMATELY 4 INCHES WIDE AND 6 INCHES DEEP ALONG THE LINE OF POSTS AND UPSLOPE FROM THE BARRIER.
7. WHEN STANDARD-STRENGTH FILTER FABRIC IS USED, A WIRE MESH SUPPORT FENCE SHALL BE FASTENED SECURELY TO THE UPSLOPE SIDE OF THE POSTS USING HEAVY DUTY WIRE STAPLES AT LEAST 1 INCH LONG, THE WIRES OR HOG RINGS.
8. THE WIRE SHALL EXTEND INTO THE TRENCH A MINIMUM OF 2 INCHES AND SHALL NOT EXTEND MORE THAN 36 INCHES ABOVE THE ORIGINAL GROUND SURFACE.
9. THE STANDARD-STRENGTH FILTER FABRIC SHALL BE STAPLED OR WIRED TO THE FENCE, AND 6 INCHES OF THE FABRIC SHALL EXTEND INTO THE TRENCH.
10. THE FABRIC SHALL NOT EXTEND MORE THAN 36 INCHES ABOVE THE ORIGINAL GROUND SURFACE.
11. FILTER FABRIC SHALL NOT BE STAPLED TO EXISTING TREES.
12. WHEN EXTRA-STRENGTH FILTER FABRIC AND CLOSER POST SPACING ARE USED, THE WIRE MESH SUPPORT FENCE MAY BE ELIMINATED. IN SUCH A CASE, THE FILTER FABRIC IS STAPLED OR WIRED DIRECTLY TO THE POSTS.
13. THE TRENCH SHALL BE BACKFILLED AND THE SOIL COMPACTED OVER THE TOE OF THE FILTER FABRIC.
14. SEDIMENT FENCES PLACED AT THE TOE OF A SLOPE SHALL BE SET AT LEAST 6 FEET FROM THE TOE IN ORDER TO INCREASE PONDING VOLUME.
15. SEDIMENT FENCES SHALL BE REMOVED WHEN THEY HAVE SERVED THEIR USEFUL PURPOSE, BUT NOT BEFORE THE UPSLOPE AREA HAS BEEN PERMANENTLY STABILIZED AND ANY SEDIMENT STORED BEHIND THE SEDIMENT FENCE HAS BEEN REMOVED.
16. SEDIMENT FENCE SHALL BE PLACED ON SLOPE CONTOURS TO MAXIMIZE PONDING EFFICIENCY.
17. INSPECT AND REPAIR FENCE AFTER EACH STORM EVENT AND REMOVE SEDIMENT WHEN NECESSARY. 9" MAXIMUM RECOMMENDED STORAGE HEIGHT.
18. REMOVED SEDIMENT SHALL BE DEPOSITED TO AN AREA THAT WILL NOT CONTRIBUTE SEDIMENT OFF-SITE AND CAN BE PERMANENTLY STABILIZED.

INSPECTION AND MAINTENANCE:

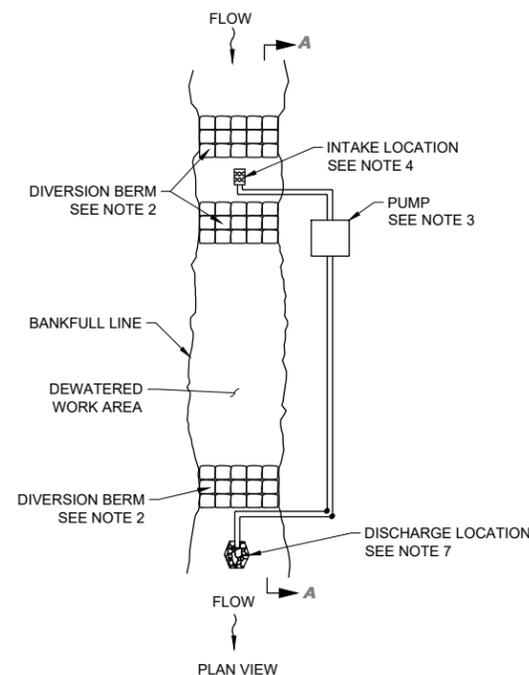
1. SEDIMENT FENCES AND FILTER BARRIERS SHALL BE INSPECTED WEEKLY AFTER EACH SIGNIFICANT STORM (0.25 INCH IN 24 HOUR).
2. ANY REQUIRED REPAIRS REQUIRED SHALL BE MADE IMMEDIATELY.
3. SEDIMENT SHOULD BE REMOVED WHEN IT REACHES 1/3 HEIGHT OF THE FENCE OR 9 INCHES MAXIMUM.
4. THE REMOVED SEDIMENT SHALL CONFORM WITH THE EXISTING GRADE AND BE VEGETATED OR OTHERWISE STABILIZED SHALL BE MADE IMMEDIATELY.



SECTION A-A

NOTES:

1. CONSTRUCT DIVERSION BERM.
2. ENSURE MINIMUM HEIGHT OF SANDBAG DIVERSION BERM IS 12" ABOVE IMPOUNDED WATER SURFACE ELEVATION.
3. HAVE SPARE PUMPS ON SITE AT ALL TIMES IN THE EVENT OF PUMP FAILURE OR HIGHER THAN ANTICIPATED FLOW RATES. PUMPS TO HAVE DOUBLE CONTAINMENT TO PREVENT SPILLS.
4. SUSPEND THE INLET ABOVE THE CHANNEL BOTTOM TO PREVENT SUCKING SEDIMENT INTO THE HOSE. PLACE A MESH SCREEN OVER THE INLET TO PREVENT INJURY TO AQUATIC ORGANISMS PER THE NMFS ANADROMOUS SALMONID DESIGN CRITERIA, PROVIDED BELOW:
 - 4.1. CIRCULAR SCREEN FACE OPENING SHOULD NOT EXCEED 3/8" IN DIAMETER
 - 4.2. SLOTTED SCREEN FACE OPENINGS SHOULD NOT EXCEED 0.069" (1.75MM) IN THE NARROW DIRECTION
 - 4.3. SQUARE SCREEN FACE OPENINGS SHOULD NOT EXCEED 3/8" AS MEASURED ON A DIAGONAL
5. COORDINATE FISH REMOVAL BEFORE WORK AREA ISOLATION AND ANY TIME ISOLATION WORK AREA IS RE-ESTABLISHED IF BREACHED.
6. USE A SUMP PUMP WITH A FISH SCREEN TO DEWATER THE WORK AREA. PROVIDE ADEQUATE SEDIMENT CONTROL MEASURES TO ENSURE SEDIMENT LADEN WATER DOES NOT LEAVE THE SITE.
7. USE A SEDIMENT CONTROL BAG ON THE DISCHARGE SIDE OF THE PUMP HOSE TO MINIMIZE DOWNSTREAM TURBIDITY. DO NOT DISCHARGE PUMPED WATER DIRECTLY INTO THE STREAM. STABILIZE THE DISCHARGE POINT WITH NATIVE EROSION MATERIAL TO DISPERSE ENERGY AND PREVENT EROSION.
8. ONCE BYPASS PUMPING IS NO LONGER REQUIRED, REMOVE DEWATERING SYSTEM AND RESTORE THE IMPACTED AREA TO PRE-DIVERSION CONDITIONS WITHIN 5 DAYS.
9. IF GRADES ALLOW, A GRAVITY DRAIN SYSTEM MAY BE APPROVED BY THE ENGINEER.



PLAN VIEW

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

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



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Styton, Oregon 97383
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NO.	REVISIONS	DATE
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NORTH VALLEY ROAD CULVERT REPLACEMENT
STANDARD DETAILS

DRAWN: CGS	CHECK: YC
VERIFY SCALE: Scales based on 22"x34" prints.	
1-1/2 Inches	
PROJECT NO. 2503	PAGE
SHEET NO. P-2	



NORTH VALLEY RD 2026 CIP PROJECTS

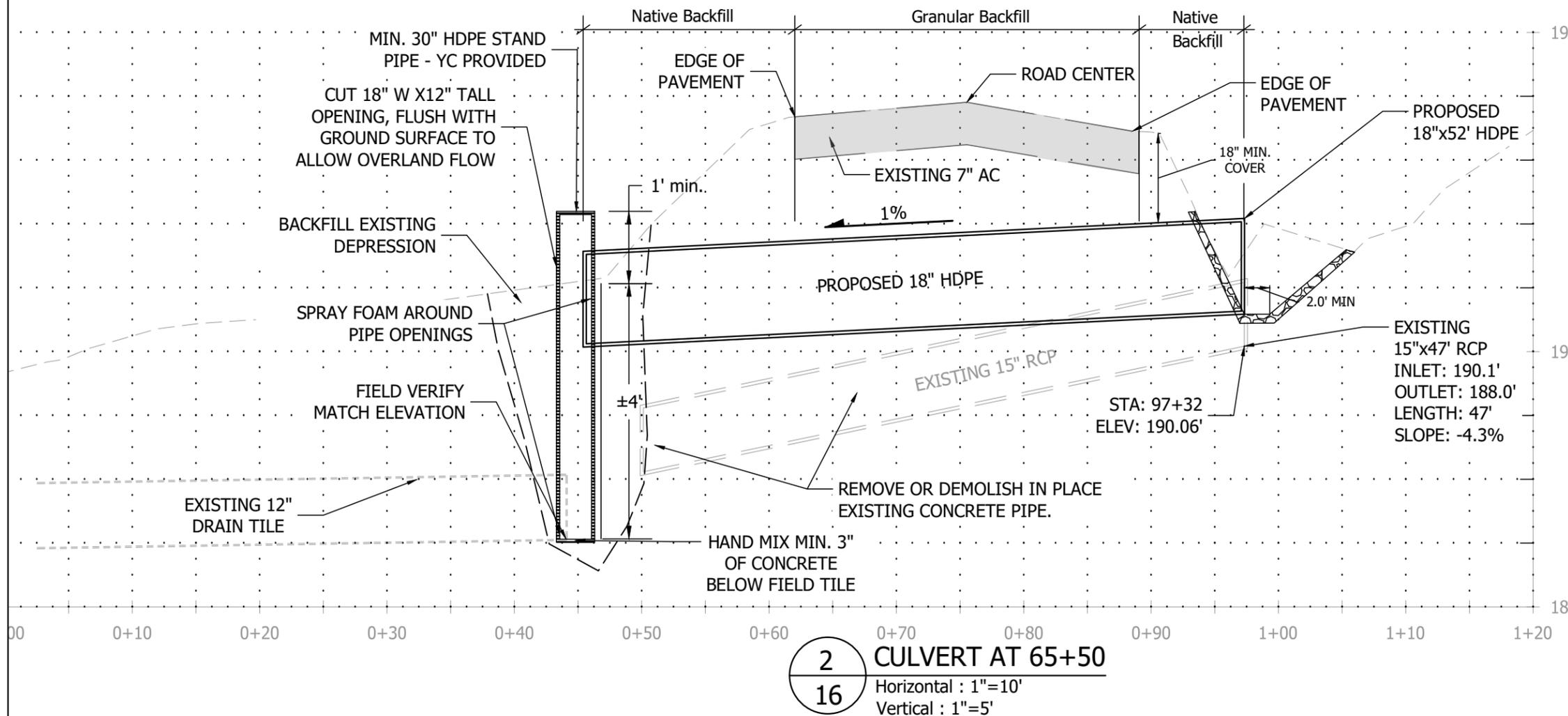
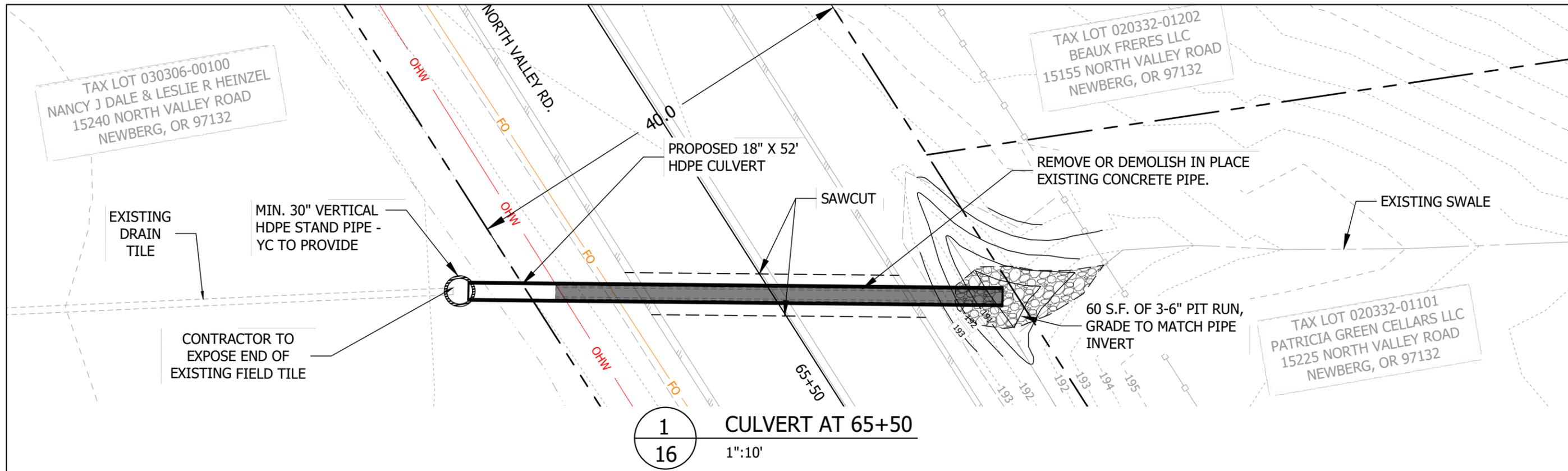
18" CULVERT REPAIR

Drawn by: T. Colvin

Sheet Version: 1

Date: 1/21/2025

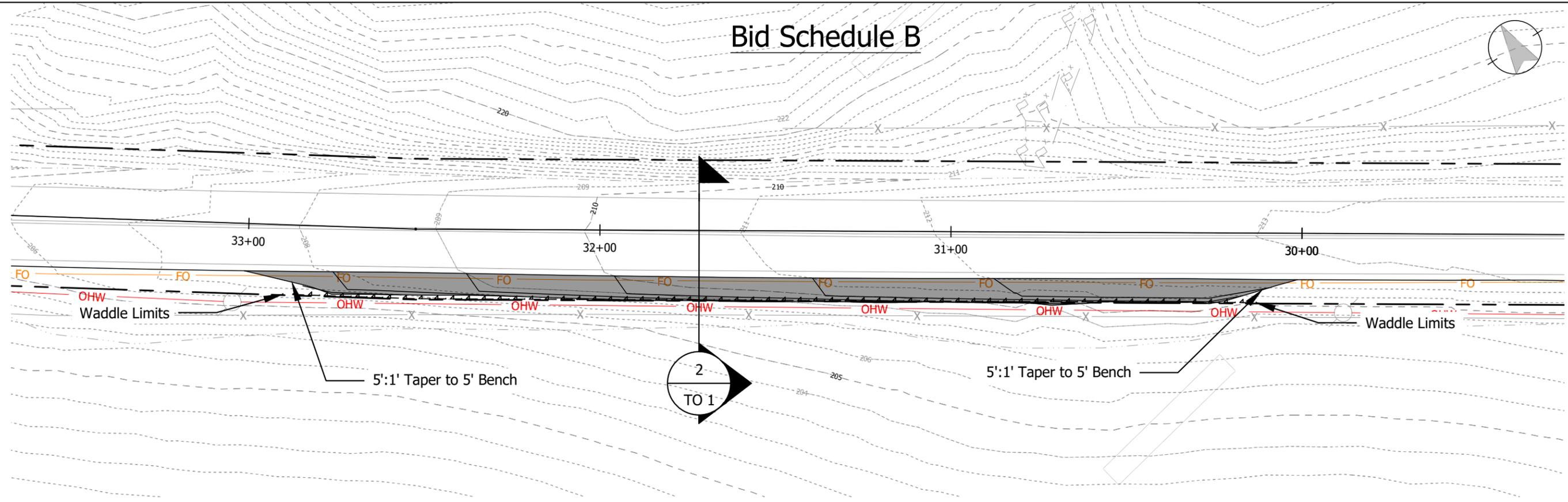
VERIFY 1" BASED ON 17X11 PRINTS



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

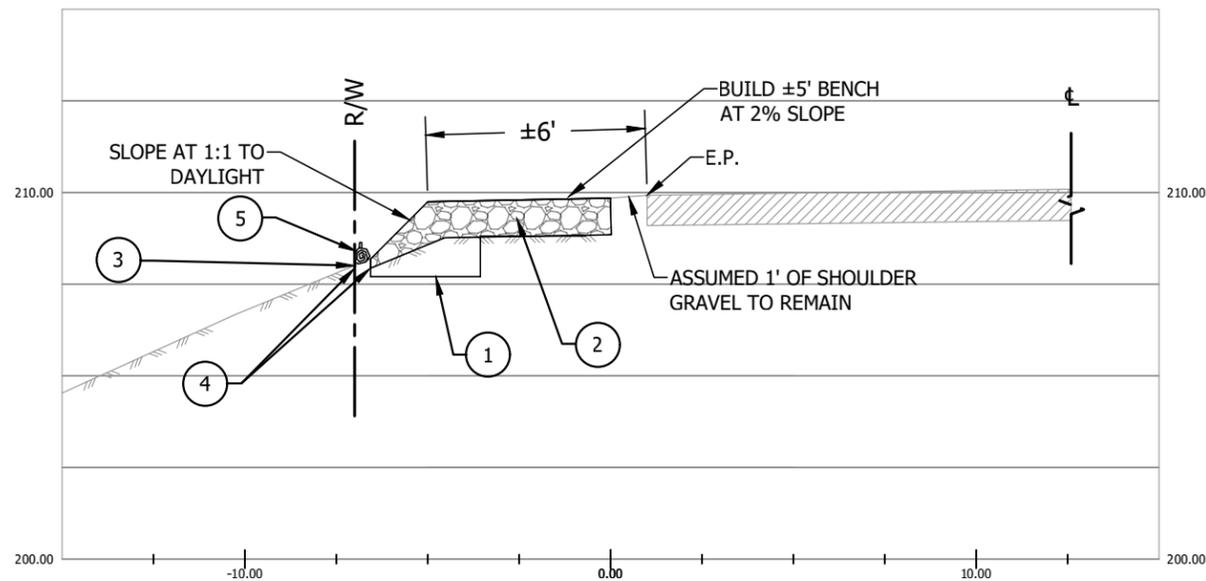
Bid Schedule B



1 TO 1 Sta. 32+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 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')



2 TO 1 Section View
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

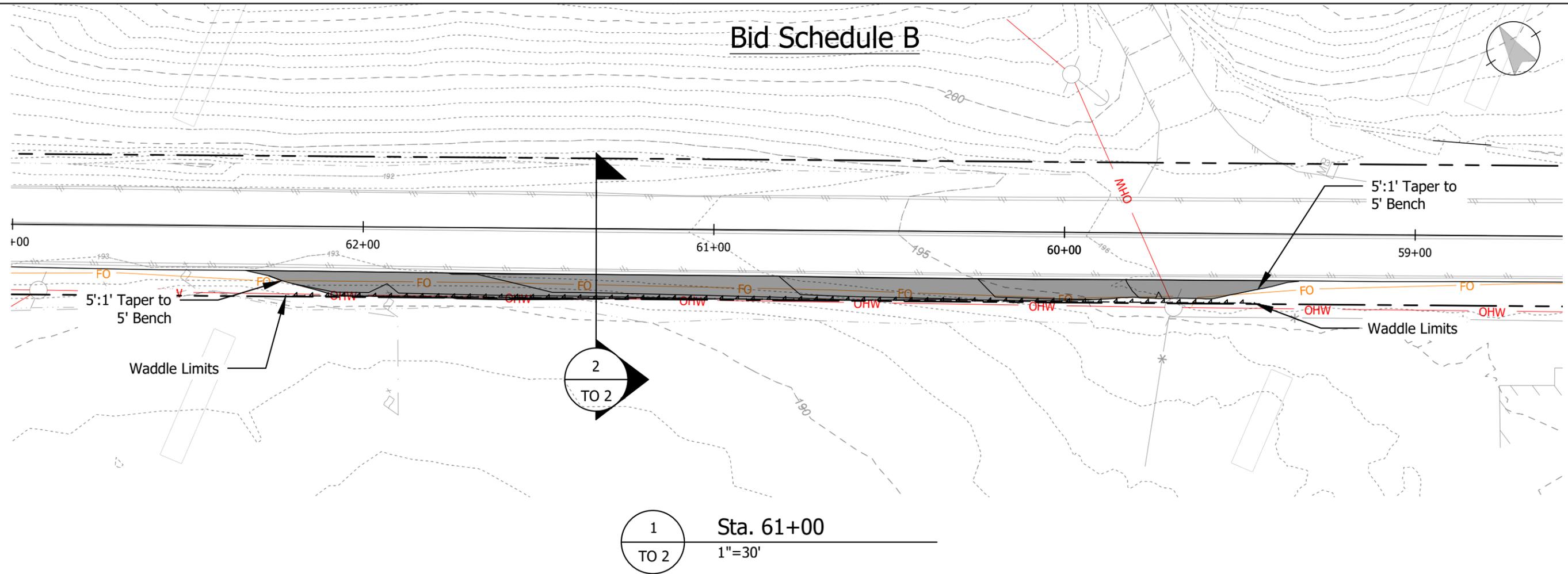
Date: 1/21/2026

VERIFY 1" BASED
ON 17X11 PRINTS

TO 1



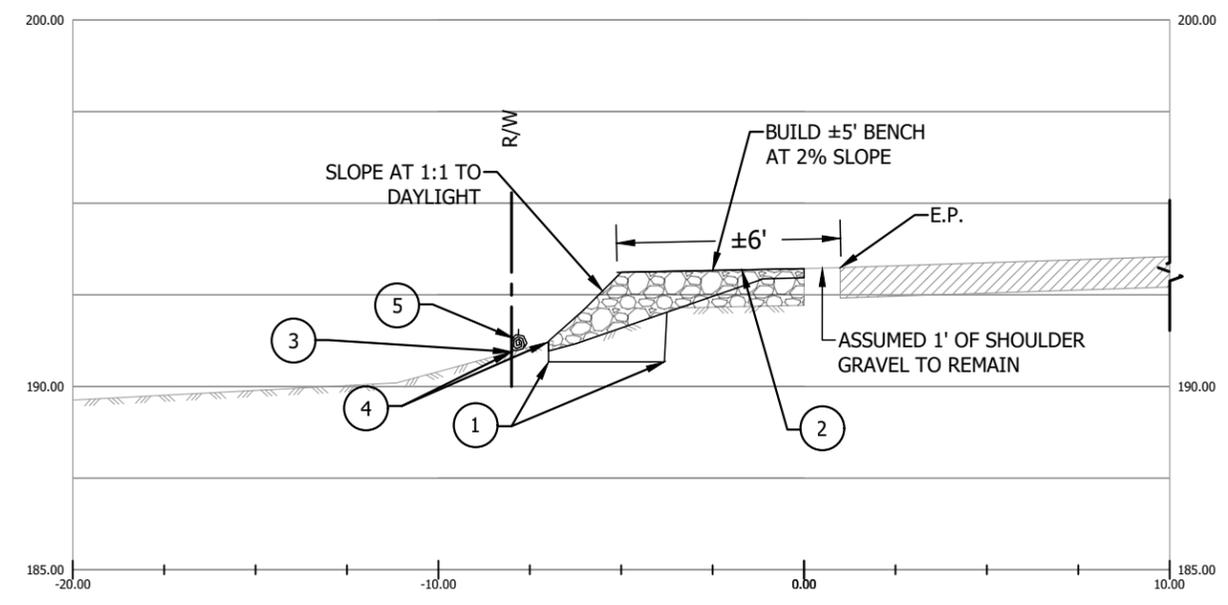
Bid Schedule B



1
TO 2
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 be field fit. No density testing required.
- 4 Maintain Min. 1' inside ROW staking.
- 5 Install Waddle at approx. limits shown (275')



2
TO 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

NORTH VALLEY RD 2026 CIP PROJECTS

TURNOUT #2 GRADING PLAN

Drawn by: T. Colvin

Sheet Version: 1

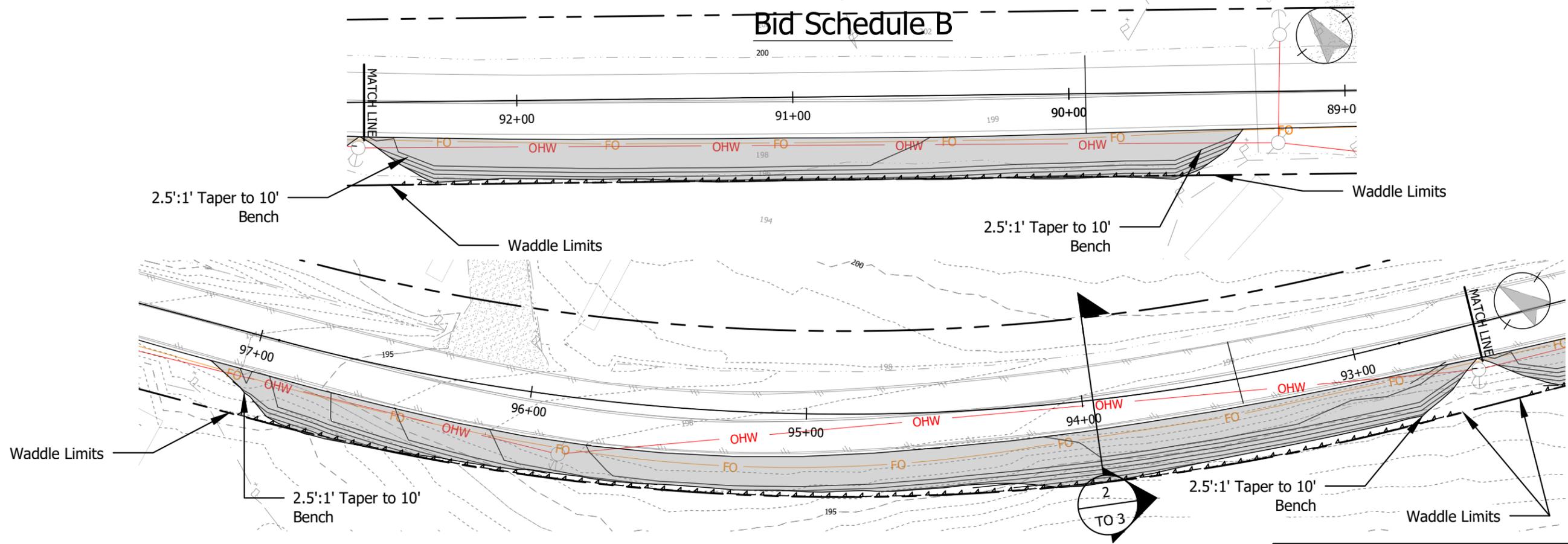
Date: 1/20/2026

VERIFY 1" BASED ON 17X11 PRINTS

TO 2



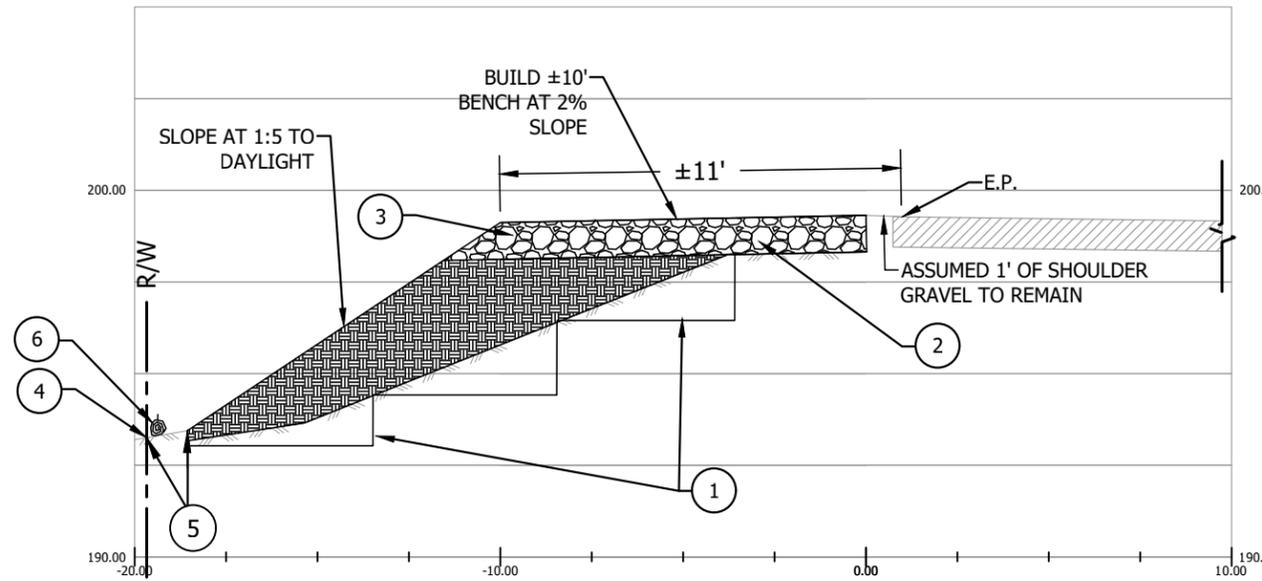
Bid Schedule B



Construction Notes:

- 1 Clear and Grub turnout 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
1"=40'



2 Section View
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

NORTH VALLEY RD 2026 CIP PROJECTS

TURNOUT #3 GRADING PLAN

Drawn by: T. Colvin

Sheet Version: 1

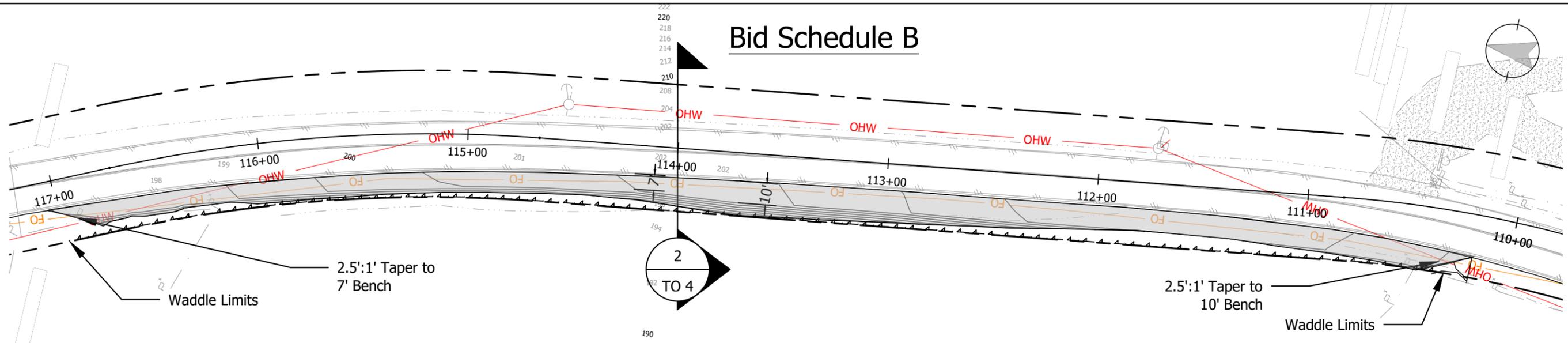
Date: 1/21/2026

VERIFY 1" BASED ON 17X11 PRINTS

TO 3



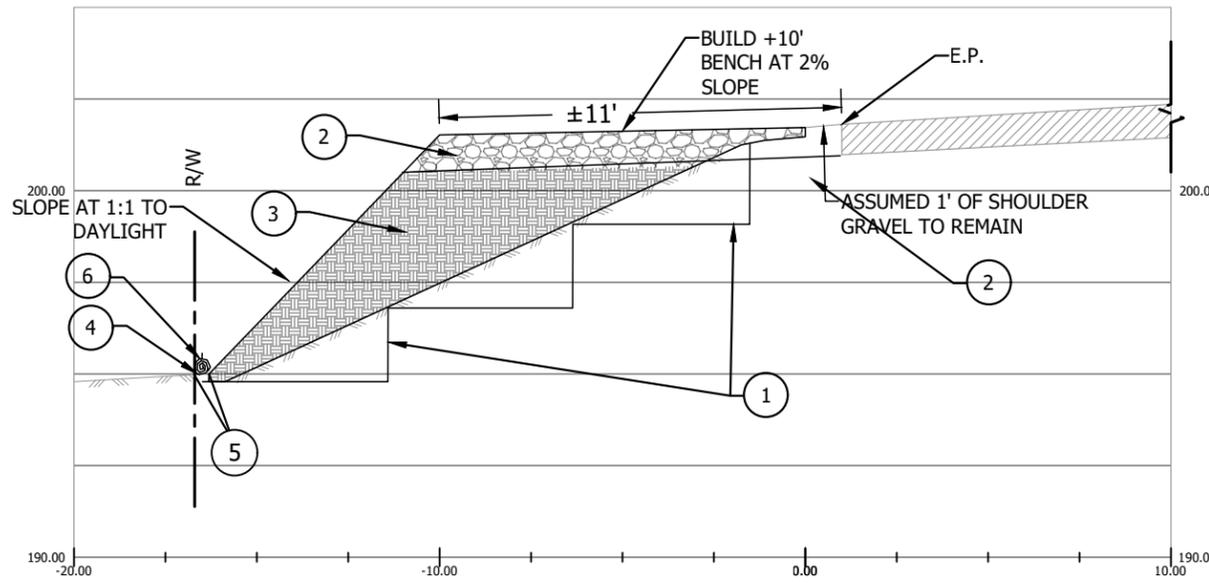
Bid Schedule B



Construction Notes:

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

- 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')



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

NORTH VALLEY RD 2026 CIP PROJECTS

TURNOUT #4 GRADING PLAN

Drawn by: T. Colvin

Sheet Version: 1

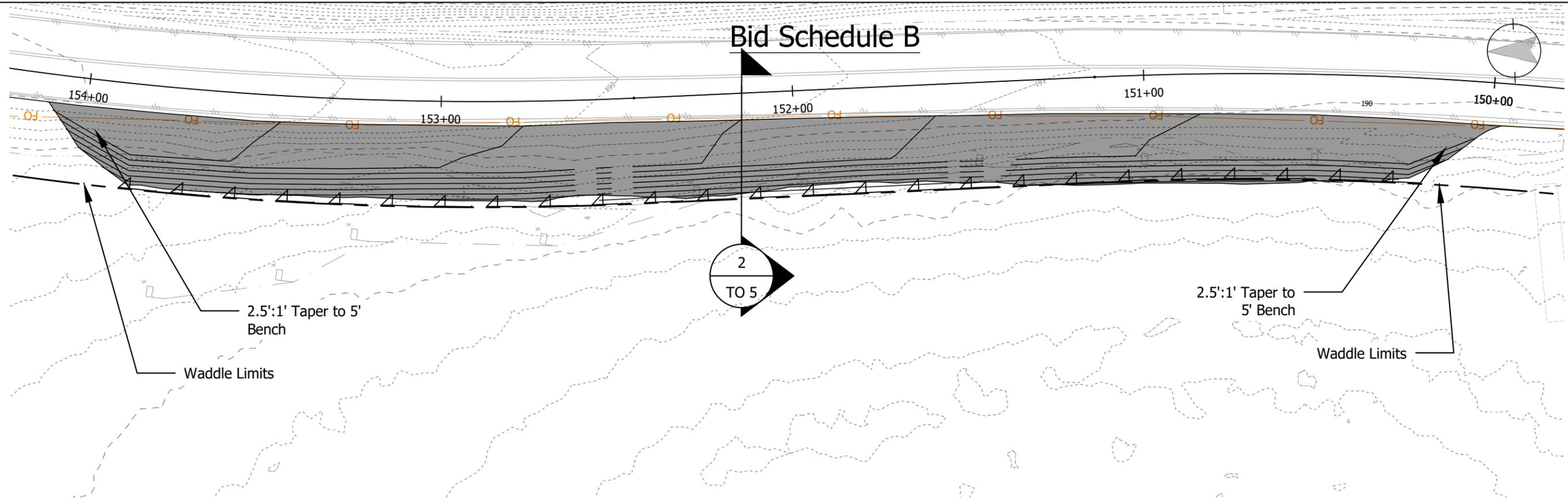
Date: 1/8/2026

VERIFY 1" BASED
ON 17X11 PRINTS

TO 4



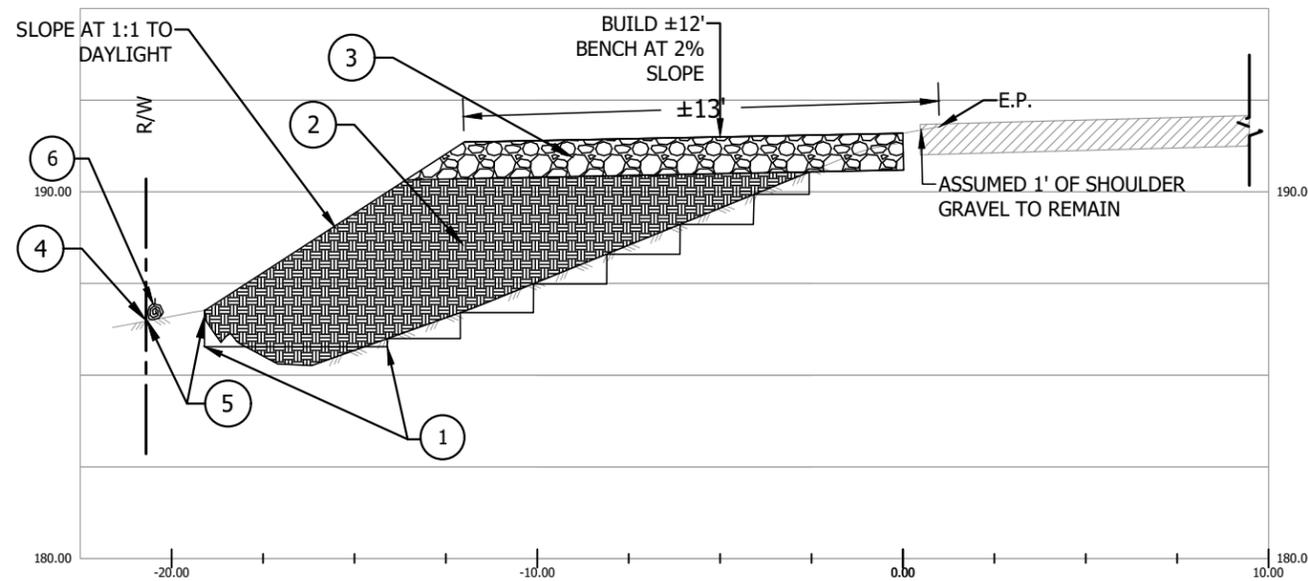
Bid Schedule B



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')

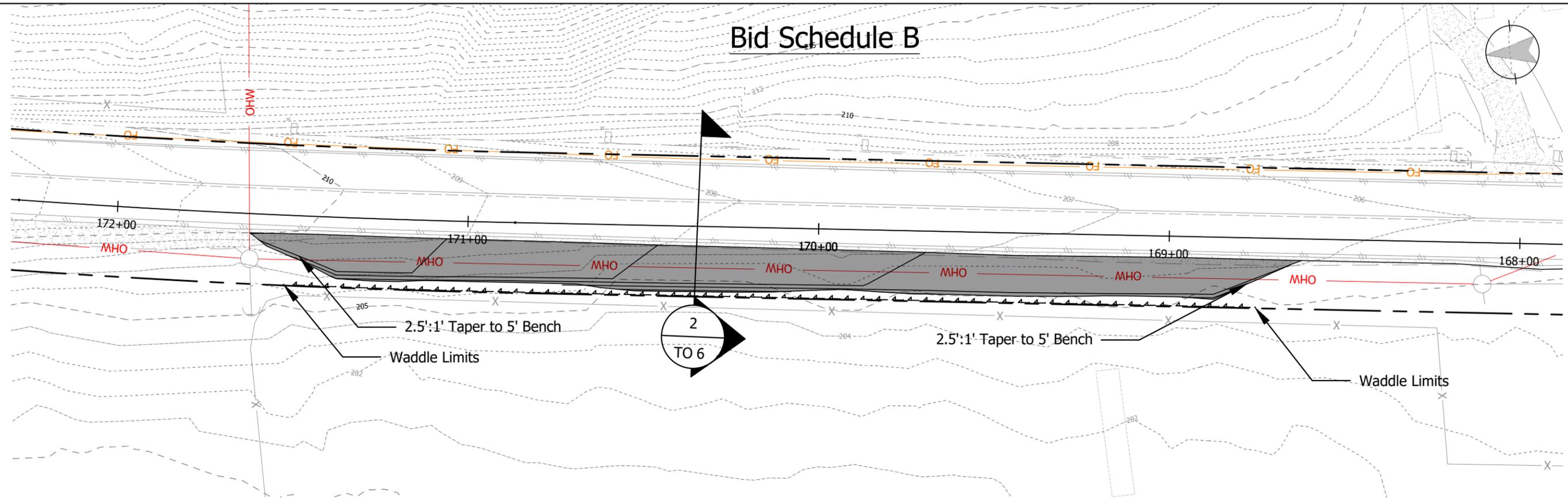
1 Sta. 151+00
TO 5 1"=30'



2 Section View
TO 5 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

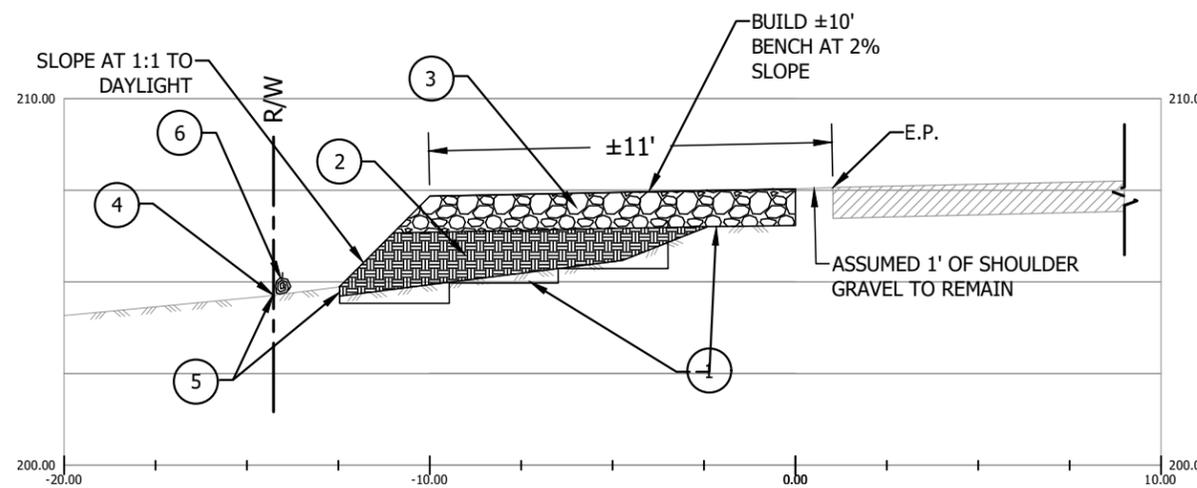
Bid Schedule B



1
TO 6
Sta. 170+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.
- 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')



2
TO 6
Section View
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

NORTH VALLEY RD 2026 CIP PROJECTS

TURNOUT #6 GRADING PLAN

Drawn by: T. Colvin

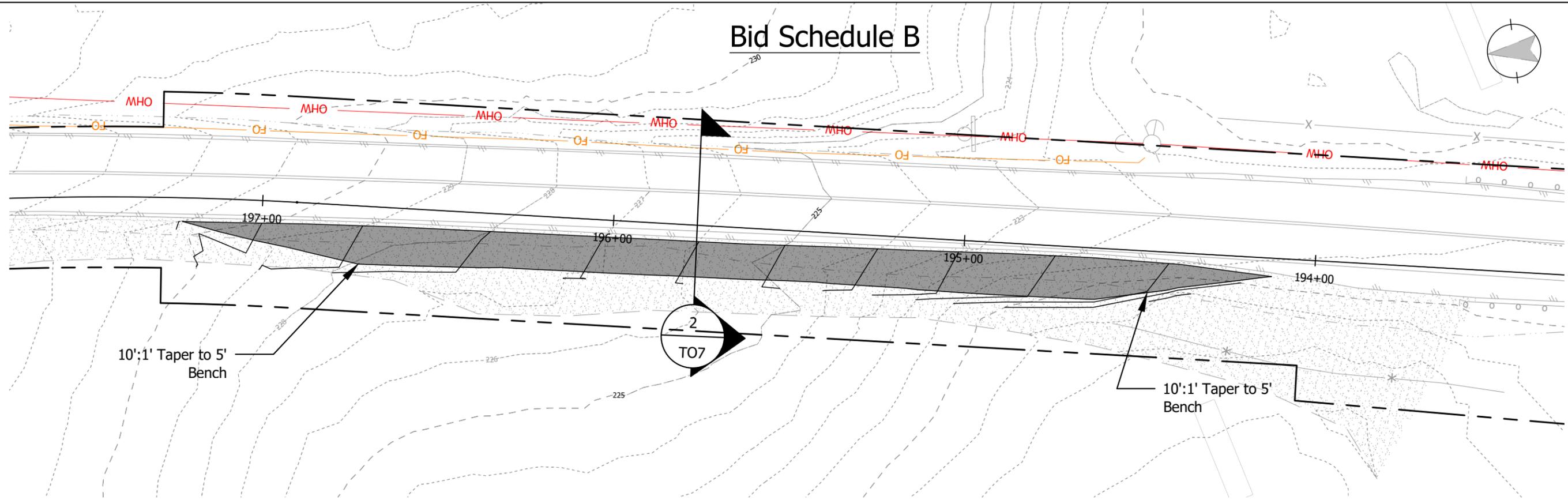
Sheet Version: 1

Date: 1/20/2026

VERIFY 1" BASED
ON 17X11 PRINTS

TO 6

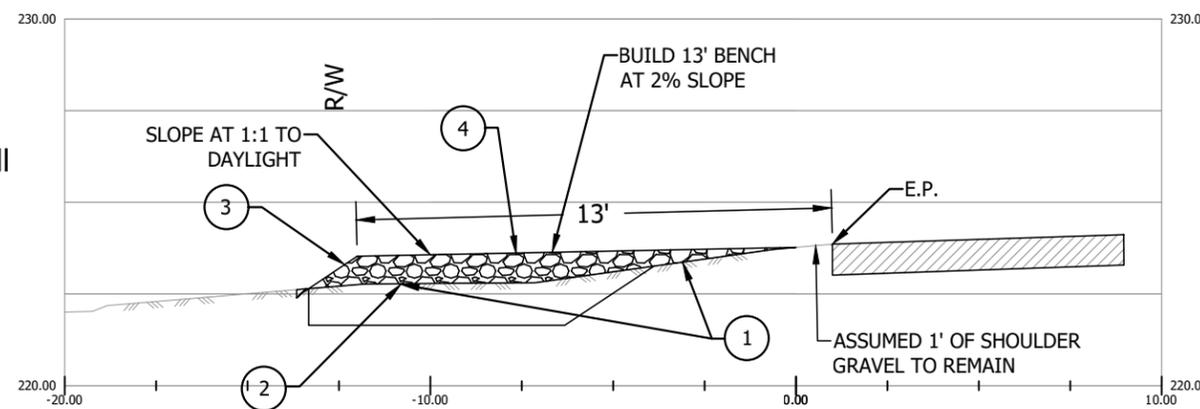
Bid Schedule B



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

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 TO7



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

NORTH VALLEY RD 2026 CIP PROJECTS

TURNOUT #6 GRADING PLAN

Drawn by: T. Colvin

Sheet Version: 1

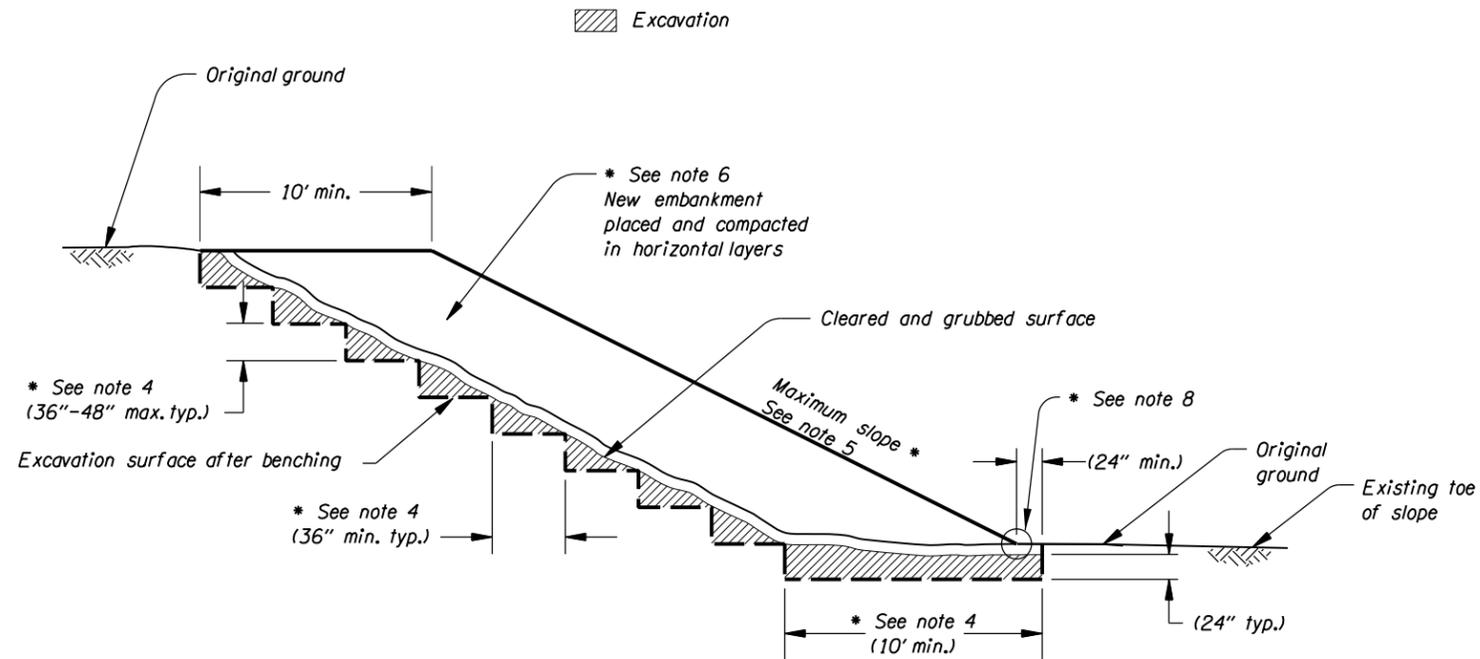
Date: 1/8/2026

VERIFY 1" BASED
ON 17X11 PRINTS

TO 7

STANDARD EMBANKMENT CONSTRUCTION

(Not to scale: Diagrammatic only)



Standard embankment general notes:

1. Construct benches on slopes steeper than 1:5 (v:h) to provide positive bond with existing ground.
2. Benching work is incidental to embankment construction.

** Standard embankment notes to designers:*

3. Geotechnical Engineer shall evaluate embankment, slope and overall stability, foundation bearing capacity and settlement.
4. Final bench and keyway dimensions to be determined by the geotechnical engineer.
5. Maximum finish slope inclinations to be determined by the geotechnical engineer.
6. Embankment (fill) materials to be determined by the geotechnical engineer.

7. This detail may require removal of part of existing paved roadway.

8. This detail applies to embankments which toe out at a height of 5' or less above the existing toe of slope. Use Sliver Fill Benching detail (DET 2101) for embankments which toe out greater than 5' above the existing toe of slope.

DET2100 10-6-2009

DET 2100

The selection and use of this detail, 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.

OREGON DEPARTMENT OF TRANSPORTATION
TECHNICAL SERVICES
DETAILS

STANDARD EMBANKMENT
CONSTRUCTION DETAIL

DETAIL NO.

DET2100