

YAMHILL COUNTY
2026 NORTH VALLEY ROAD FULL DEPTH REPAIR
& CULVERT REPLACEMENT PROJECT
ADDENDUM #2

DATE: January 28, 2026
TO: All Interested Persons
FROM: Greg Haffner, Public Works Engineering Manager

The following additions, deletions, corrections and/or clarifications are made to the solicitation documents for this project. Any changes made by this Addendum replace only the portion of the words or paragraphs specifically mentioned herein and the balance of the solicitation document remains the same and in full force. It is the responsibility of the bidders to conform to this Addendum. **All Bidders shall acknowledge receipt of this Addendum on “Section I – Bid Proposal Form.”** All questions regarding this addendum should be directed to Greg Haffner at 503-434-7365. Email haffnerg@YamhillCounty.gov

EXHIBIT A – PRICE SUBMITTAL FORM

- a. Replace Exhibit A with the attached form:

In Bid Schedule A and B, Bid Items 3.1, 3.2, 3.5, 3.6, 3.7, and 4.1 quantities have been revised.

ADD SECTION 00330 EARTHWORKS TO SPECIALS

SECTION 00330 – EARTHWORK

Comply with Section 00330 of the Standard Specifications modified as follows:

00330.43 Earthwork Compaction – Replace entire section with the following:

- (a) **General** – Intent of FDR work is to follow the Geotechnical Report recommendations attached in Exhibit “J”. No Density Testing will be required on the Subbase layer (Grindings) in FDRs. No proctor will be required on the Grindings placed as Subbase. Aggregate Base material imported will be required to be density tested in the upper layer and follow the MFTP.
- (b) **Moisture Density Testable Materials** – No density testing on the Subbase material backfilled with Grindings will be required. A proof roll will be required at the top of the Subbase layer only. See Section 5.6 of Geotechnical Report.

00330.80 Measurement – Replace entire section with the following:

The quantities of earthwork will be measured according to one or more of the following:

Bid Item 3.1 “Excavate FDR Section to S.G.” will be measured on the Cubic Yard volume basis below the cold plane removal. Contractor shall use the Average End Area calculation or approved equal to determine volume.

Bid Item 3.8 “Unsuitable Excavation for S.G.” will be measured on the Cubic Yard volume basis for excavation below subgrade. On site Geotechnical representatives will determine depth. Contractor shall use the Average End Area calculation or approved equal to determine volume.

Bid Item 3.9 “Stone Embankment” will be measured on the Ton basis for imported material. determine volume.

Bid Item 5.2 “Turn Out Embankment” included in Bid Schedule B, will be measured on the Cubic Yard volume basis for FDR Spoils placed in the Turn Outs. This bid item is intended for the on-site haul of FDR spoils. The contractor shall use the Average End Area calculation or approved equal to determine volume.

Bid Item 5.3 “Import, Place, and Compact Grindings from Baker Ck. Yard” included in Bid Schedule B, will be measured on the Cubic Yard volume basis for imported grindings supplied by Yamhill County, trucked to the jobsite, and placed in the Turn Outs. The contractor shall use the Average End Area calculation or approved equal to determine volume.

00330.90 Payment – Replace entire section with the following:

Bid Item 3.1 “Excavate FDR Section to S.G.” payment will be based on neat line volumes measured above.

Bid Item 3.8 “Unsuitable Excavation for S.G.” payment will be based on neat line volumes measured above.

Bid Item 3.9 “Stone Embankment” payment will be based on Tons of imported material.

Bid Item 5.2 “Turn Out Embankment” payment will be based on neat line volumes measured above.

Bid Item 5.3 “Import, Place, and Compact Grindings from Baker Ck. Yard” payment will be based on neat line volumes measured above.

PLAN SHEETS

Replace Sheets C-1 and C-4 with the attached Sheets.

C-1 adds Survey note and revises Sheet table

C-4 revises FDR excavation quantities.

Bidder Signature: _____ Date: _____

EXHIBIT A

PW26001CON

PRICING SUBMITTAL FORM

Pricing Submittal Instructions. Offerors shall enter pricing and other required information for all bid Items listed in this Pricing Submittal Form. If this Pricing Submittal Form is replaced by a formal amendment issued via an Addendum, Offerors shall use the amended form to provide pricing and other required information. If the Pricing Submittal Form is only modified by an Addenda, Offerors shall follow the instructions in the Addenda for making modifications to the Pricing Submittal Form. Failure to supply the required information in the Pricing Submittal Form or subsequent Addenda may result in bid rejection as non-responsive.

Unit Pricing. The undersigned Offeror, having carefully examined the ITB, including the General Conditions, Drawings, Specifications, and all subsequent Addenda, having visited the site, and being familiar with all conditions and requirements of the Work, hereby agrees to furnish all material, labor, equipment and services, including all scheduled allowances, necessary to complete the construction of the **2026 North Valley Road Full Depth Repair & Culvert Replacement Project**, for the unit prices for the different items of the work and materials to be furnished as follows:

Bid Schedule A – FDR and Pipe Replacement

SCHEDULE OF ITEMS

ITEM NO.	ITEM DESCRIPTION	UNIT OF MEASURE	QUANTITY	UNIT PRICE (IN FIGURES)	TOTAL (IN FIGURES)
1.0	<u>Mobilization</u>	LS	1	_____	_____
2.0	<u>Temp. Traffic Control Signage</u> PCMS's, barricades, signs for 12 day Rd. Closure & Detour	LS	1	_____	_____
2.1	<u>Flagging</u> – Day 1 Closure	Hrs	24	_____	_____
3.0	<u>10"-11" Cold Plane FDR</u>	SY	1,500	_____	_____
3.1	<u>Excavate FDR Section to SG</u> <u>21" to 22" below AC</u>	CY's	1151 1,202	_____	_____
3.2	<u>Subgrade Geotextile</u>	SY's	1920 669	_____	_____
3.3	<u>Place/Compact 12" Grindings</u> <u>For FDR from</u> <u>On-site grindings</u>	CY's	650	_____	_____
3.4	<u>Salvage/Place/Compact 6" of</u> <u>existing Base Rock as Base</u>	CY's	320	_____	_____
3.5	<u>Import, place, compact ^{10"}16"</u> <u>Aggregate Base Rock</u> ** May increase to 1450 tons <u>16"</u> If BI 3.4 matl. not salvageable	Tons	1000 909 **	_____	_____

3.6	<u>4 inches of Level III Hot Mix AC</u>	Tons	314 435	_____	_____
3.7	<u>Tensar TX5 Triaxial Geogrid or equivalent</u>	SY	3,560 1,240	_____	_____
3.8	<u>Unsuitable Excavation for SG Soft Spots – Dispose Off-Site (as needed)</u>	CY	50	_____	_____
3.9	<u>Stone Embankment (Pit Run or Quarry Rock) (as needed)</u>	Tons	90	_____	_____
4.0	<u>48" Culvert Replacement (Owner Provided Pipe)</u>	L.F.	44	_____	_____
4.1	<u>18" Culvert Replacement (Owner Provided Pipe)</u>	L.F.	52 50	_____	_____
4.2	<u>30" Standpipe & Rip Rap For 18" pipe install (Owner Provided Pipe)</u>	L.S	1	_____	_____
4.3	<u>4 inches of Level III Pipe patching</u>	Tons	18	_____	_____

Total Bid Schedule A – N.V. Rd FDR & Pipe Project (Numbers) _____

Total – (Spell out in Words) _____

Basis of Award at Owners Discretion (Bid Schedule A or Bid Schedule B)

Bid Schedule B – FDR, Pipe Replacement, Turn Outs

ITEM NO.	ITEM DESCRIPTION	UNIT OF MEASURE	SCHEDULE OF ITEMS		TOTAL (IN FIGURES)
			QUANTITY	UNIT PRICE (IN FIGURES)	
1.0	<u>Mobilization</u>	LS	1	_____	_____
2.0	<u>Temp. Traffic Control Signage PCMS's, barricades, signs for 12 day Rd. Closure & Detour</u>	LS	1	_____	_____
2.1	<u>Flagging – Day 1 Closure</u>	Hrs	24	_____	_____
3.0	<u>10"-11" Cold Plane FDR</u>	SY	1,500	_____	_____
3.1	<u>Excavate FDR Section to SG 21" to 22" below AC</u>	CY's	1151 1,202	_____	_____
3.2	<u>Subgrade Geotextile</u>	SY's	1920 669	_____	_____

3.3	<u>Place/Compact 12" Grindings For FDR from On-site grindings</u>	CY's	650	_____	_____
3.4	<u>Salvage/Place/Compact 6" of existing Base Rock as Base</u>	CY's	320	_____	_____
3.5	<u>Import, place, compact 16"^{10"} Aggregate Base Rock</u> ** May increase to 1450 tons ^{16"} If BI 3.4 matl. not salvageable	Tons	1000 909 **	_____	_____
3.6	<u>4 inches of Level III Hot Mix AC for FDR</u>	Tons	314 435	_____	_____
3.7	<u>Tensar TX5 Triaxial Geogrid or equivalent</u>	SY	3,560 1,240	_____	_____
3.8	<u>Unsuitable Excavation for SG Soft Spots – Dispose Off-Site (as needed)</u>	CY	50	_____	_____
3.9	<u>Stone Embankment (Pit Run or Quarry Rock) (as needed)</u>	Tons	90	_____	_____
4.0	<u>48" Culvert Replacement (Owner Provided Pipe)</u>	L.F.	44	_____	_____
4.1	<u>18" Culvert Replacement (Owner Provided Pipe)</u>	L.F.	52 50	_____	_____
4.2	<u>30" Standpipe & Rip Rap For 18" pipe install (Owner Provided Pipe)</u>	L.S	1	_____	_____
4.3	<u>4 inches of Level III Pipe patching</u>	Tons	18	_____	_____
5.0	<u>Staked Waddles For Turn Outs</u>	L.F.	2300	_____	_____
5.1	<u>Clearing, Grubbing, and Benching</u>	SY	2320	_____	_____
5.2	<u>Turn Out Embankment: Placement of FDR spoils In lower section of T.O.</u>	CY	804	_____	_____
5.3	<u>Import, Place, and Compact Grindings from Baker Ck. Yard</u>	CY	1082	_____	_____

Total For Bid Schedule B- Turn Outs (Numbers) _____

Total for Bid Schedule B – (Spell out in Words)

Basis of Award at Owners Discretion (Bid Schedule A or Bid Schedule B)

OFFEROR NAME:

Contact Person: _____

Telephone Number: (_____) _____

Email: _____

Fax Number: (_____) _____

Federal ID Number: _____



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

Addendum 2

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		

Addendum 2

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 Alverston 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

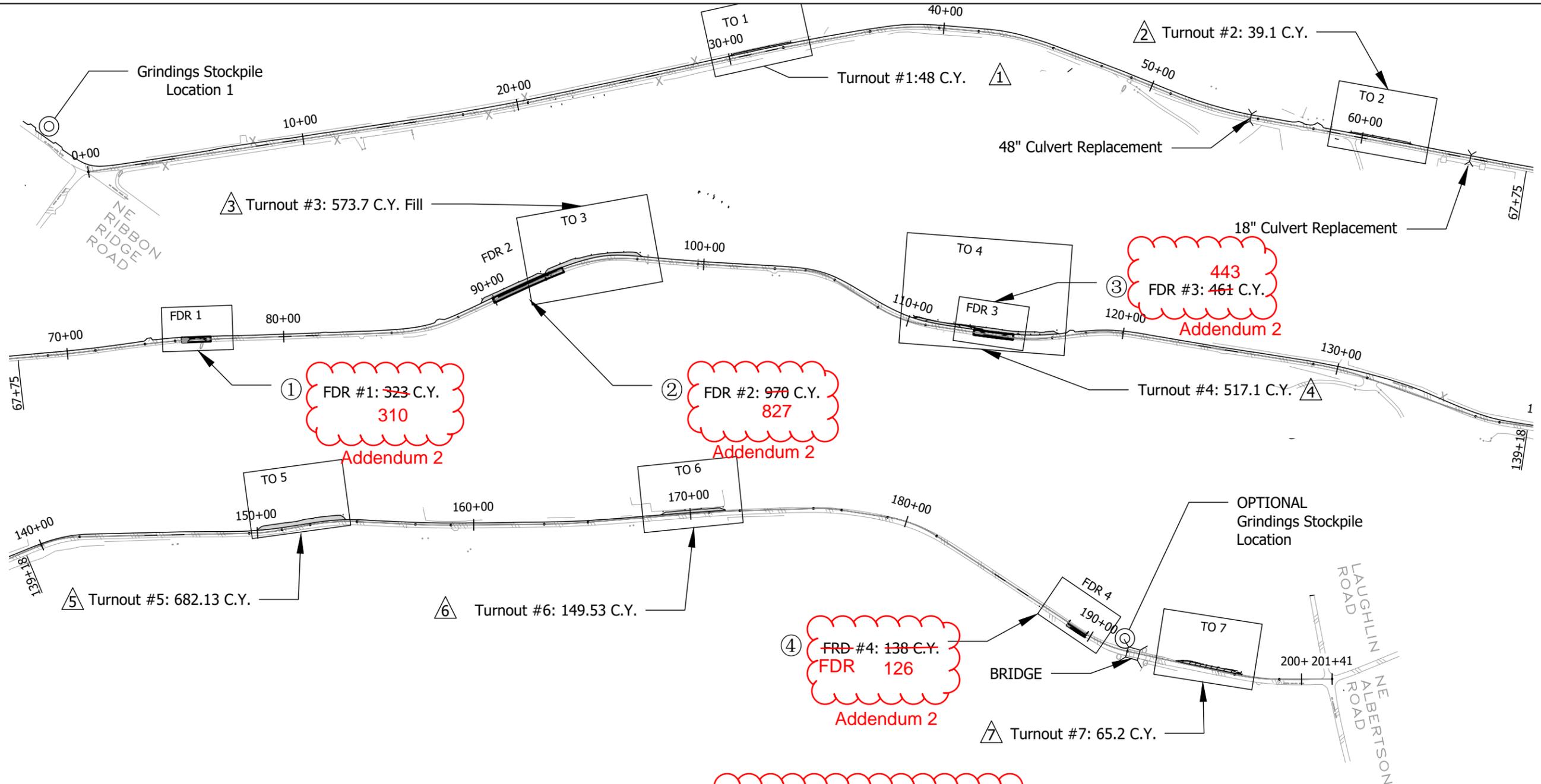
Drawn by: T. Colvin

Sheet Version: 1

Date: 1/21/2025

VERIFY 1" :
BASED ON
17X11 PRINTS

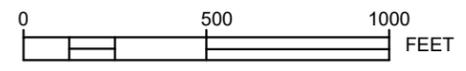
C-1



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	1 47.99 C.Y.
②	827.3 C.Y.	1138	2 39.08 C.Y. 87.07
③	443.3 C.Y.	1581	3 573.68 C.Y. 660.75
④	125.6 C.Y.	1706	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
1912 C.Y'S			



NORTH VALLEY RD 2026 CIP PROJECTS

OVERVIEW

Drawn by: T. Colvin

Sheet Version: 1

Date: 1/21/2026

VERIFY 1" BASED ON 17X11 PRINTS