

Request for Bid

Coldstream Canyon: Road Improvements and Stream Crossing Restoration

Lead: Truckee River Watershed Council

Mailing address:
P.O. Box 8568
Truckee, CA 96162

Eben Swain
(530) 550-8760, x7#

Partner: California Department of Parks & Recreation (State Parks)

P.O. Box 266
Tahoma, CA 96142

Cyndie Walck and Nathan Shasha

Amendments to this Request for Bid will be posted on www.truckeeriverwc.org within the “news” section, and distributed through our weekly E-Currents newsletter. Please subscribe to our E-Currents newsletter by clicking “Subscribe” link in lower left corner of our website home page.

RELEASE DATE: February 26, 2020

In 2020, TRWC will release several Requests For Proposals (RFP) and Requests For Bids (RFB) for restoration design, construction, environmental compliance, permit assistance, and the like. We appreciate that some firms may wish to respond to multiple RFPs & RFBs. To help with proposal and bid preparation, we offer the following:

1. **Responding to Multiple RFPs/RFBs.** Firms may respond to multiple RFPs and RFBs. In the vast majority of our projects, a firm will not be prevented from bidding on future work if they participate in current work. In the rare case where this prohibition exists, we will state the prohibition in the current RFP/RFB.
2. **Lead Firm vs. Subcontracted Firm.** We understand and accept a given firm may be the lead in one response and a subcontractor in another response.
3. **Respond Uniquely to Each RFP/RFB.** Each of our projects has a unique combination of partners, stakeholders, funders, constraints, opportunities, and timelines. Due to the characteristics of each project, we purposely release separate RFPs/RFBs. Firms must submit a response to each RFP or RFB to be considered. While we appreciate that a firm might be able to offer efficiencies if we combined projects, the unique blend of characteristics of each project prevent us from combining projects more than has already been done.
4. **Repeating Information Across Multiple Responses.** We understand and accept that information about the firm, its staff, past work, references, work approach, and the like may be repeated, perhaps even word for word, across multiple responses.

A. PROJECT DESCRIPTION

The project is by the Truckee River Watershed Council (TRWC) on public lands administered by the California Department of Parks & Recreation (State Parks).

The purpose of the Coldstream Canyon Roads Improvement and Stream Crossing Restoration project (Project) is to improve hydrologic connectivity and reduce sedimentation in the dirt road network in Coldstream Canyon for the protection of Cold Creek, a key tributary of the Truckee River. **Please see Attachment 1 for project vicinity and locations.**

Dirt roads in this project are actively eroding and are in need of maintenance and restoration. Drainage to direct flow off the roads is missing or failing. As a result, the roads concentrate water during larger storms and snowmelt, leading to erosion and deterioration. Sediment then flows into nearby creeks, streams, and meadows, and eventually the Truckee River.

Scope of Work. The project includes:

Task 1 - Dirt road maintenance

Location: This work is located in Coldstream Canyon above the Union Pacific Railroad culvert.

Access: access for heavy equipment will be through Jackass Canyon (**see Attachment 1**). The road route is approximately three miles long through Jackass Canyon to access the Coldstream Canyon work sites. Contractor may need to conduct grading or may need to implement minor road improvements to be able to move heavy equipment to the Coldstream Canyon work sites.

Road Lengths: Contractor will complete between 2.5 to 3 miles of dirt road maintenance as specified in the attached road logs (Attachment 3).

Materials: Aside from the angular rock material that will need to be imported, contractor should expect to use materials within Coldstream Canyon obtained from cut slopes and existing berms to use for grading, out-sloping of roads and construction of rolling dips (**see Attachment 3**).

Activities: Work will consist of installing Best Management Practices to improve drainage, reduce erosion, and restore hydrologic connectivity and includes but is not limited to the following:

- Construct of new rolling dips, water bars, and rock outfalls
- Improve existing rolling dips, water bars, and rock outfalls
- Recontour and out-slope road bed to allow sheet flow
- Regrade road in areas of rilling and/or gulying
- Maintain/reconstruct low water crossings
- Remove berms
- Recontour to re-establish natural topography
- Install barriers across closed areas

Task 1: Attachments:

Attachment 1: Project Location & Access

Attachment 2, Sheets D-1 & D-2: Project Typicals & Specifications

Attachment 3: Road Logs and Construction Details

Task 2 - Road/stream intersection improvements and restoration. Work will involve additional watershed improvement and sediment reduction treatments, primarily at locations where roads and stream crossings intersect. Work will consist of improving drainage, disrupting captured surface flow, installing low water, rock-lined crossings and restoring natural topography. **The following two sites are slated for restoration:**

1) Hewlett/Hann Road Drainage Crossing. Contractor will excavate and re-shape existing stream crossing to reduce downslope rilling and gullying and to reconnect the stream crossing to historic drainage patterns.

Location: This work is located in Coldstream Canyon above the Union Pacific Railroad culvert.

Access: access for heavy equipment will be through Jackass Canyon (**see Attachment 1**). The road route is approximately three miles long through Jackass Canyon and an additional two miles along State Parks roads to access the Hewlett/Hann work site. Contractor may need to conduct grading or may need to implement minor road improvements to be able to move heavy equipment to the Hewlett/Hann work site.

Materials: Materials that need to be imported will include approximately 25 cubic yards of 8-12" angular rock. All other materials will be obtained on site and re-incorporated into road work per field direction.

Activities: A large berm is present on the south side of Hewlett Road which will be removed and materials re-used on site. Berm removal will entail removal of four-six larger trees (~ 20" diameter) and removal of up to 60 additional cubic yards of soil. Contractor will install a rock-lined drainage crossing per State Parks specifications and will need to haul in 8-12" angular rock material for use in construction. Berm removal and additional materials are not currently included in the roads improvement design plans, and should be bid accordingly. Additional rock materials may increase from the 5 cubic yards specified in the design plans to 25 cubic yards.

2) Emigrant Creek Drainage Crossing.

Location: This drainage crossing is located below the Union Pacific Railroad culvert.

Access: access for heavy equipment will be via Coldstream Canyon Road. The road route is approximately 2.5 miles along Coldstream Road to access this work site. Contractor may need to conduct grading or may need to implement minor road improvements to be able to move heavy equipment to the Emigrant Creek work site.

Materials: See Sheet C-2, Attachment 2.

Activities: A large amount of cobble and other rock material has been deposited just downstream of the road crossing. Contractor will remove the deposited material and reconstruct the channel to tie into a grade-control structure to ensure channel stability.

A rock-lined crossing will be installed at the road/stream intersection, a waterbar will need to be built up and armored along the eastern side of the road crossing and the downslope road will need to be regraded to remove rills and gullies.

Task 2: Attachments:

Attachment 1: Project Location & Access

Attachment 2, Sheets C-1, C-2 Design Elements

Attachment 2: Sheet D-1, D-2 Project Typicals & Specifications

Task 3 – Road creation and road decommissioning.

Location: This drainage crossing is located below the Union Pacific Railroad culvert.

Access: access for heavy equipment will be via Coldstream Road. The road route is approximately 2.5 miles along Coldstream Road to access this work site. Contractor may need to conduct grading or may need to implement minor road improvements to be able to move heavy equipment to the road creation/decommissioning work site.

Materials: See Attachment 2.

Activities: A portion of Coldstream Road is currently at risk of failure due to Cold Creek channel encroachment. Contractor will re-route existing section of Coldstream Road by constructing 1,100 linear feet of new roadway north of existing Coldstream Road. Aggregate base (~200 CU YD) will need to be imported and incorporated into newly constructed road segment. Top soil will be salvaged and will be utilized as an amendment to the road segment proposed for decommissioning.

Road re-route will tie into existing Coldstream Road on both upper and lower ends. Road grading will generally be outsloped to maintain drainage, but if outsloping is not an option, road grading may entail a crowned configuration with inside ditch construction. Although tree avoidance will be a standard practice when possible, contractor will still need to remove (cut or knock down) approximately 35-40 trees during road creation. Trees will be re-used on site, but may need to be cut into sections and/or limbed per field direction.

Rock-lined crossings (2) will need to be constructed where existing intermittent stream channels intersect with road construction and grading will need to match upstream channel geometry. Estimated fill quantity: 9-16" angular rock @ approximately 25 cubic yards will need to be imported.

Contractor will also decommission approximately 22,000 square feet of roadway (1,100 linear feet) by ripping/tilling and de-compacting hardened soils along the existing stretch of Coldstream Road. Ripping will be accomplished through use of an excavator bucket with teeth (or other approved method) and compacted soils will be ripped to an 8" depth perpendicular to the existing roadway to achieve infiltration. Topsoil salvaged from re-route construction above will be utilized as a soil amendment and the area will be seeded and mulched and will be blocked from further vehicle access.

Culverts (2) will need to be removed for off-haul where existing intermittent stream channels intersect with road decommissioning activities and a rock-lined crossings will need to be implemented to facilitate appropriate drainage. Grading will need to match upstream channel geometry. Estimated fill quantity: 9-16" angular rock @ approximately 25 cubic yards.

Task 3: Attachments:

Attachment 1: Project Location & Access

Attachment 2, Sheets C-3 Design Elements

Attachment 2: Sheet D-1, D-2 Project Typicals & Specifications

Estimated 4-5 weeks of work in Coldstream Canyon.

Pre-Construction tour. No pre-bid meeting or site visits are scheduled. The project manager and project partners will lead a pre-construction tour with the selected contractor, anticipated to be in mid June. The purpose of the tour will be to review work to be completed, answer questions, and anticipate needs. Access to the site will be via dirt road and on foot.

Construction Oversight. CDPR staff and designated representatives will provide project oversight and inspection for all work. TRWC Project Manager Eben Swain provide project oversight.

Expected Project Timeline. Approximate construction dates are expected to be July/August of 2020. Construction dates may change based on inclement weather, or upon confirmed agreement between project manager(s) and contractor. Established construction dates will include mobilization, set up and removal of any construction equipment from the sites.

Task	Deadline
Deadline for requests for additional information	March 16
Bids Due	March 23
Interviews (optional)	Week of April 6
Contract Award	April 10
Pre-Construction Meeting	Week of June 15
Construction Start (estimated)	July 1
Construction Completion (estimated)	August 31
Monthly Progress Reports & Invoices	July 25, August 25, Sept 25 2020

B. EQUIPMENT & LABOR TASKS

Pursuant to CDPR Guidelines for the prevention of Noxious Weed introduction, all equipment will be high-pressure washed prior to arriving at project site.

Grader: A grader will be needed to complete the road work as specified.

Dozer with and without ripper shanks: A dozer will be needed for building and maintaining rolling dips and water bars, pull back berms and rip compacted areas.

Small Excavator: A smaller sized excavator will be needed to pull back berms, break up compaction, intermittently block (fill) the old entrenched road, and collect and place boulders for closure areas.

Large Excavator: A larger sized excavator may be needed for the road/stream crossing work and for road construction and decommissioning.

Water Truck: A water truck, with operator, may be needed for dust abatement and wetting soil for compaction.

Dump Truck: One dump truck may be needed for hauling materials to the site and transporting fill material.

Laborers: One to two site Laborers may be needed for handwork including, but not limited to, tree removal, bucking, brushing, chipping and to assist with work completed by heavy equipment.

For all of the equipment noted above, (all projects) the Contractor may make suggestions for changes in equipment in the bid if the contractor believes the job could be done more effectively with different equipment. If a change is proposed, please explain the rationale.

C. WORK REQUIREMENTS

Work Schedule. The work schedule will be established between contractor and TRWC – either 10 hours/day for 4 days/week or 8 hours/day for 5 days/week. In either case, the work is expected to continue until the project is completed.

No overtime charges can be accommodated.

Personnel. TRWC reserves the right to have Contractor replace a non-performing operator. No change in personnel will occur without written agreement between the Contractor and TRWC.

Materials. Contractor will furnish all labor, materials, equipment, tools and incidentals necessary to complete the project.

Equipment. Contractor must provide equipment in excellent operating condition. No leaks of any size will be allowed. Contractor will be required to secure replacement equipment if any equipment is inoperable for two (2) days or longer.

All equipment will be pressure washed prior to mobilizing to the site to remove any vegetative matter, soil, or other organic matter to prevent the spread of noxious weeds. Any equipment that leaves the site must be cleaned again before re-entry.

Contractor will be required to provide all fuel, servicing and repairs to maintain equipment in operating condition. All fueling, servicing and repairs will be done in designated fueling areas at a minimum of 100 feet from any water surface or drainage area to prevent accidental petroleum discharge in riparian and other sensitive areas. Water quality concerns require that all equipment be free of all operating fluid leaks.

Spark arresters will be required on equipment for fire prevention. Contractor will be required to follow the fire plan that will be included in the contract. The Contractor will be required to follow an emergency spill plan, and is required to have the appropriate materials on-site to clean up any spills that may occur. The contractor will be responsible to provide the materials for the erosion control and will have adequate materials available onsite to control erosion from any storm or non-stormwater discharge event.

Drafting Water. Contractor should expect to haul water onto site for dust control and soil mixing. If possible & available, water may be drafted from existing pond areas in the lower portion of Coldstream Canyon Road. If water is hauled onto the site, a commercial permit from the Town of Truckee or elsewhere is necessary. Acquiring the permit is the responsibility of the contractor.

Staging and Access. Access to the project area is over paved roads and dirt roads. Contractor may need to conduct grading or may need to implement minor road improvements to be able to move heavy equipment to the designated work sites. Equipment/site access will be limited to routes designated by the Project Partner to protect resources. All equipment staging and stockpiling will take place in designated areas.

Traffic Control. Portions of project roads are open to the public and used for recreation. Contractor will take adequate measures to install signage and to protect and keep the public out of active work areas.

Failure to perform these requirements is grounds for contract termination.

D. REQUESTS FOR ADDITIONAL INFORMATION

All requests for additional information or clarifications shall be submitted via e-mail to Eben Swain at eswain@truckeeriverwc.org by 5pm March 16, 2020.

E. BID SUBMISSION

Bids must be received **by 5pm on March 23, 2020**. Bids must be submitted electronically in .pdf format. All materials must be contained in a single file. Send bids to Eben Swain at eswain@truckeeriverwc.org.

F. BID PACKAGE AND EVALUATION

In the Bid Package, the Contractor shall document the following qualifying experience:

1. The Contractor shall have experience in dirt road construction and maintenance activities such that there is demonstrated experience in constructing rolling dips, berm removal, road decommissioning and grading activities such as outsloping, crown construction and drainage implementation. Demonstrated work shall note experience as a primary contractor for this work in the past ten years.
2. Contractor should be able to demonstrate experience in stream restoration activities, including channel formation, installation of grade-control structures and the ability to read and interpret engineered cross-sections and channel geometry.
3. The Contractor's superintendent or foreman assigned to this project shall have at least three years' experience supervising dirt road construction and maintenance projects as well as demonstrating experience in stream restoration activities.
4. State of California Class A General Engineering Contractor's license in good standing.
5. The Contractor shall have demonstrable experience implementing projects within budget that were subject to field fit and design modifications during implementation.

Bid Completeness. All sections of this bid package are important and must be addressed. Bids must be submitted for the entirety of the work as described in this RFB and its attachments.

Bid Evaluation. This is a lump-sum contract. Bids will be evaluated based on cost, project experience, past performance, qualifications of proposed equipment operators, integrity and capability of bidders, and probable level of service and convenience to the agency. All evaluation criteria listed above will be considered in contractor selection.

TRWC reserves the right to retain all bids for examination and comparison, and to delete any portion of work from the contract. TRWC reserves the right to reject any and all bids.

G. BID FORMAT

Bids should include the following:

- Cost estimate detailing equipment, labor and material costs for each work task identified in the Scope of Work above. Cost estimate should also include a break-down of anticipated mobilization and de-mobilization costs.
- Rate Sheet
- Proposed project schedule including sequencing
- List of relevant project experience, with contact information for references
- List of current certifications of staff assigned to project (e.g. Class A license)
- Experience of project manager, superintendent, foreman, and operators assigned to project
- Exact specifications of equipment to be used
- If you have completed work or submitted proposals to work with TRWC before, please list the most recent project or proposal.

No overhead or administration costs are allowed.

Bids must be submitted electronically in a single .pdf file, and should be no longer than 12 pages, including all attachments.

H. PAYMENT TERMS

Funding sources for this project allow invoices to be submitted quarterly after the start of construction. All efforts will be made by TRWC to expedite payment; however, no interest will be paid on overdue payments. This is a grant funded project, contractor payment is dependent on TRWC being paid by our funding agencies.

I. CONTRACT REQUIREMENTS

Amendments. Once a contract has been executed, no changes to the agreed upon scope of work shall occur without written agreement between the Contractor and TRWC.

Bonding. Contractor must furnish a performance bond in favor of TRWC in the following amounts: faithful performance (100%) of contract value; labor and materials (100%) of contract value for any contract over \$25,000 (Civ. Code, § 3247 et seq.; Pub. Contract Code, § 7103).

Insurance. Contractor must provide insurance certificates covering \$1 Million per Each Occurrence and no less than \$2 Million Aggregate showing the Truckee River Watershed Council and California Department of Parks & Recreation, as well as their principals, directors, employees, mortgagees, agents, representatives, successors, and assigns as special endorsements to be added to the insurance policy.

Indemnification. TRWC and Contractor agree they shall attempt to settle any dispute arising out of this contract, to include allegations of professional negligence, through communication and negotiation in the spirit of mutual friendship and cooperation. If the dispute cannot be resolved in this manner, Contractor, at its expense, shall indemnify, hold harmless, and when requested by TRWC to do so, defend TRWC, its officers, agents, and employees from any and all claims, demands or charges and from any loss or liability, including attorney's fees and expenses of litigation, resulting from negligence or carelessness on the part of the Contractor, its employees, or agents in the execution of the work or delivery of materials and supplies, by or on account of any act or omission of the Contractor, its employees or agents, including damage or destruction of any property or properties arising from, caused by or connected with the performance of work by Contractor, its agents, subcontractors and employees, and any failure to fulfill the terms of any laws or regulations which apply to the contract.

Prevailing Wage. California prevailing wage is required as established by the California Department of Industrial relations (<http://www.dir.ca.gov/public-works/prevailing-wage.html>).

Qualifications. Contractor must possess a valid California Class A General Engineering Contractor's license.

TRWC cannot contract with any party who is debarred or suspended or otherwise excluded from or ineligible for participation in federal assistance programs under Executive Order 12549, "Debarment and Suspension"; or any individual or organization on USEPA's List of Violating Facilities (40 CFR, Part 31.35, Gov. Code, §4477). Subcontractors are also subject to this provision.

Data Universal Numbering System (DUNS) Numbers. The selected Contractor must provide their DUNS number to TRWC prior to contract execution.

ATTACHMENTS

1. [Site Map and Locations](#)
2. [Design Elements and Quantities \(Including construction typicals\)](#)
3. [Road Logs \(Hewlett Road, Over-Ridge Road & Crest Divide Road\)](#)
4. [Project Photos](#)