

Request for Bid

Euer Valley Restoration Project

The Truckee River Watershed Council is seeking a construction bid for the Euer Valley Restoration Project

Lead: Truckee River Watershed Council

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In 2023, 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 prevents 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) in partnership with Tahoe Donner Association. Property within the project site is entirely owned and managed by Tahoe Donner Association.

Purpose. The purpose of the Project is to protect and enhance 30 acres of high-quality meadow and stream habitat while also promoting sustainable recreational access within Euer Valley.

Location. The Project site is located approximately 1.5 miles northwest of the terminus of Alder Creek Road in Truckee, California. To drive to the site from Interstate 80, take Exit 184 and drive east on Donner Pass Road. Turn right on Northstar Boulevard and travel approximately 6 miles to Fjord Street. Right on Fjord, then left on Alder Creek Road. The project site is behind a locked gate, so vehicle access is not available without contacting either TRWC or Tahoe Donner project managers.

Project Overview. Euer Valley contains the headwaters of the South Fork of Prosser Creek within the Truckee River watershed. Within the Prosser Basin watershed, there has been some 150 years of significant anthropogenic disturbance to the canyon, including logging, railroad development and dirt road construction, which has affected hydrologic and geomorphic function of the watershed.

Project goals include:

- Restore and protect high quality meadow habitat in the headwaters of Prosser Creek
- Improve creek geomorphic function, aquatic habitat conditions and water quality
- Provide sustainable recreational access, while protecting sensitive natural resource areas

The project goals will be accomplished by implementing a series of restoration actions, including: 1) removing the existing failed culverted crossing across South Prosser Creek and installing a 150' bridge span to allow for the return of natural flow regimes, while providing summer and winter access for recreational users; 2) restoring existing erosive trail networks that are negatively impacting meadow habitat and hydrology with a 512' boardwalk to accommodate mountain bikers, hikers and equestrians; 3) repairing drainage and erosion failures along South Euer Valley road to restore ecosystem functionality and maintain recreational access along the roadway, and 4) implementing stream habitat improvements along a ½ mile reach of South Prosser Creek

Schedule. Implementation is scheduled for summer and fall, 2024. Some components of construction may begin earlier in the season as site conditions allow. The exact project start date can be negotiated between TRWC and the Contractor, however work must be completed by October 15, 2024.

Work. Attachments 2 and 3 contain the project design and information related to bridge/boardwalk construction. Additional detail will be provided at the pre-bid meeting (**See Section C**).

Work generally includes:

- Mobilization, BMP installation;
- Diversion & Dewatering
- Removal of existing failed culverted system
- Construction and installation of 512' of boardwalk
- Construction and installation of 150' bridge span
- Construction of equestrian crossing
- Stream restoration/aquatic habitat improvements
- Trail improvements/meadow restoration
- Road/drainage repair and culvert replacement/installation
- Revegetate disturbed areas

Mobilization, BMPs, Dewatering. Mobilize equipment to site and install BMPs necessary to avoid impacts to sensitive areas.

The Diversion and Dewatering Plan shall include all elements necessary to convey streamflow safely and cleanly around the work area. Two types of diversions are proposed; 1) a visqueen encased coffer dam with diversion pipe to intake flows and reroute around the work area for the more extensive channel bed and bank work, and 2) a simple diversion constructed of gravel bags stacked in a linear formation to redirect flows away from the banks being restored.

Specific actions including pipe screening, outlet armoring, and pump intakes will be implemented if water is unable to be conveyed via gravity. For bidding purposes, assume active diversion pipe/pumping capacity to accommodate a base flow of 2 cubic feet per second (cfs) with a contingency and mobilization plan to address a potential spike in flows following a significant weather event of up to 4 cfs. Two, 4-inch pipes with a 4-horsepower (hp) pump are an option for the active diversion in areas too gently sloped to allow for gravity feed.

Contractor will be required to provide sufficient equipment and materials for water to be able to be pumped out of the active work area and/or used for erosion control. Any water that is not used for on-site erosion control will be discharged nearby upland or vegetated areas. No turbid water will be allowed to re-enter the stream channel. Discharge locations will be monitored for erosion.

A final diversion/dewatering plan will be required 60 days prior to construction and will include provisions for managing expected flows, diversion specifications (if needed), management of pumped water, erosion control provisions, and measures to prevent instream water quality impacts.

Removal of existing failed culverted system

The existing infrastructure consists of three large culverts with 4x4 lumber spanning and attached to the culverts. Culverts are approximately 20' long and 36" in diameter. Culverts and wood material will need to be removed from the stream channel and off-hauled from site. Contractor will install all necessary diversion/dewatering equipment and have a fully functioning dewatering system prior to removal of existing culverts and associated infrastructure.

Construction and installation of 512' of boardwalk

Construction of a 512' boardwalk will be implemented western end of the project site to provide sustainable recreation access and to protect high quality meadow habitat and associated ecosystems. Boardwalk foundations will consist of helical piers to support boardwalk framing with use of 12-inch diameter helical bearing plates.

Boardwalk framing will consist of the use of Alaskan Yellow Cedar for wood stringers, as it is naturally resistant to decay. Weathering steel will be utilized for steel framing as its surface will patina to provide a protective coating, resulting in minimal maintenance.

The decking for the boardwalk will consist of Douglas fir, as used elsewhere at Tahoe Donner, with possible acceptable substitutions of either cedar or redwood. Pressure treated wood is not permissible due to the environmental sensitivity in the wetland.

In order to connect the boardwalk to the bridge, boardwalk will turn off to the east approximately 40' from edge of bridge and begin ascending to meet the bridge elevation. This section of boardwalk will be 18 inches above existing ground at the split, and it will ascend at 10% up to the elevation of the bridge deck. The ascending ramp to the bridge will require handrails until it reaches the bridge deck. Boulders, logs, other native materials will be strategically placed to prohibit users from accessing sensitive habitat areas off the newly constructed boardwalk.

Refer to the project design set (Sheets S4-S6) for additional detail on boardwalk construction and specifications.

Bridge fabrication and installation

A 150' bridge will be installed across the South Fork of Prosser Creek as a replacement for the existing failed culverted system described above. Bridge installation will consist of three 50' spans that will likely need to be fabricated off site and transferred to the project location and will incorporate a five-girder design system that ensures the bridge loads are distributed along the width of the bridge at the supports and more evenly distributes the loads to the soil.

The bridge is being designed to accommodate multiple recreational uses including pedestrian, bikers and cross-country skiers. Bridge design will also need to accommodate Tahoe Donner's grooming operations, so load capacity is significantly increased to be able to support the weight of snow groomers.

Weathering steel will be utilized for the bridge framing and helical piles will support the bridge girders at abutments and intermediate bents. Refer to the Geotechnical Study (pp 8-10) and to the project design set (Sheets S1-S3) for additional detail on anchor design criteria and bridge construction specifications.

Decking for the bridge will consist of a hybrid of wood and steel with wood material similar to boardwalk decking being installed as a path down the centerline of the bridge, and steel decking being installed along the outer portions of the bridge to align with the track path of the groomers. The bridge will require railing during summertime use with the necessity of the railings being removed during the wintertime. Specific materials utilized for railing construction will need to be agreed upon and approved by the landowner prior to purchase or implementation.

In order to accommodate grooming operations, a cobble/earthen ramp will be constructed on either sides of the bridge to allow access for groomers. Cobble/earthen ramps will be contained within concrete wing walls as described in the plan set (Sheet S1).

Timing and sequencing of sod salvage and floodplain re-creation adjacent to the area of bridge alignment (Sheet C-8) will need to be closely coordinated with bridge construction to ensure smooth operation of scheduling and timing of construction elements and to ensure maximum stability and vegetation survival of the re-created floodplain.

For both boardwalk construction and bridge installation, the contractor selected for the project shall be proficient at installing Helical Anchors and shall have all drill head motor torque calibrated to a method of testing torque. Contractor shall submit method of evaluating torque during installation at least 60 days in advance of project implementation.

Equestrian Crossing

The equestrian trail will continue straight off the boardwalk about 40 feet north of the bridge crossing.

The horse trail will be stepped down 18 inches to existing ground using a modified crib ladder. The steps here are required to be at least 5 feet long to keep the descent comfortable for equestrians. The trail will be a cobble-rock surface until it exits out of the new lowered floodplain on the south end. The north bank of the creek in the footprint of the trail will be cut back in order to keep the trail slope less than 10 percent and avoid filling in the active channel area. Refer to sheet D5 in the design plan set for additional detail.

Stream Restoration and aquatic habitat improvements.

The following components will be implemented to restore degraded stream channel and improve aquatic habitat:

- Biotechnical bank protection measures, live willow staking and sod salvage/replacement will be incorporated in approximately 14 locations where bank erosion is present and/or where opportunities for aquatic habitat improvements have been identified;
- In-set floodplains will be created by strategic placement of large sod-blocks that, when

- rooted will become established as permeant features and will prevent continued erosion of existing steep-cut banks;
- A series of boulder weir riffles with buried rock sill to hold the channel grade and prevent the potential for a significant headcut will be implemented at the lower section of the project stream reach.

Please refer to Sheets D1-D4 in the project design plan set for installation details and specifications of the above restoration components. Contractor will be responsible for supplying all rock material necessary for installation of stream restoration and aquatic habitat improvements. Sod utilized for the placement of sod-blocks will be sourced on site, however contractor will be responsible for transport of all material to the site of installation and will be responsible for rehab of the areas where sod materials are sourced.

For bidding purposes, Contractor should assume the following breakdown of sod installation per type/application in square feet – 1,170 sq ft total. (Sheet D1):

- Type 1 application? 40%
- Type 2 application? 10%
- Type 3 application? 50%

Stationing for the boulder weirs is starting at 18' per profile on Detail D1/D-4. There will be field fitting and the locations will be flagged by the engineer prior to installation and could end up somewhere between 14' and 18'. For Cost purposes assume 18' of cobble riffle between each boulder weir with 10' at the ends of Boulder Weir 6 and Backwater Boulder Weir 7.

Installation of Duradek meadow mats will be necessary to protect sensitive habitat areas. Contractor will be responsible for installation of all protective materials – TRWC may be able to negotiate transfer of previously utilized Duradek mats to the project site, negating the need for Contractor purchase of the materials.

Trees utilized for the construction of bank stabilization measures will also be sourced on site and location of trees will be coordinated with Tahoe Donner Association's forestry department. Trees will need to be excavated/knocked over with root-wad intact. Trees will need to be bucked and limbed with approximately 20' of the tree bole remaining above the attached root-wad. Slash material will need to be chipped and piled for use along South Euer Valley Road or other areas as specified by Project Manager. Contractor should anticipate needing to acquire and transfer 20 trees on site for use in installation of habitat structures.

South Euer Valley Road – Drainage and Maintenance

South Euer Valley Road will be the primary access to the project site. Contractor should anticipate needing to make necessary repairs (ie grading, brush clearing, etc) to the 1.5 mile road reach prior to project implementation to allow for necessary access of heavy equipment into Euer Valley.

Once the project components (boardwalk, bridge installation, stream restoration, trail/access decommission) within Euer Valley are complete, Contractor will Install or repair up to 30 features such as culverts and rolling dips along the 1.5 mile reach of South Euer Valley Road to restore hydrologic connectivity and improve conditions for recreational users. Refer to Sheets C10-C12 for location and type of drainage improvements that will be implemented on site.

Contractor will be responsible for purchase of all culvert materials and rock materials necessary to complete specified drainage improvements.

Revegetation Elements

All disturbed areas will be revegetated and de-compacted as appropriate. All disturbed areas will follow the revegetation plan for the project including seeding, pole staking, mulching or sod placement.

Construction Oversight. Project layout and on-site construction oversight will come from a combination of the project designers, Tahoe Donner Association, and TRWC.

Expected Project Schedule

Task	Date
Pre-bid tour (mandatory)	September 8, 2023
Deadline for requests for additional information	September 15, 2023
Bids due	October 13, 2023
Interviews	October 19, 2023
Contract award	October 24, 2023
Construction start (earliest date)	July 10, 2024
Construction completion (latest date)	October 15, 2024

B. WORK REQUIREMENTS

Work Schedule. The Work Schedule will be established between Contractor and TRWC. In either case, the work is expected to continue until the project is completed. No overtime charges will be accommodated.

Permits and Environmental Compliance. The Project is covered by a number of regulatory permits and environmental compliance documents. These include:

- CEQA Negative Declaration with Nevada County as lead agency
- USACE Section 404 Nationwide Permit
- Lahontan Regional Water Quality Control Board Section 401 Water Quality Certification
- State Water Resources Control Board NPDES Construction General Permit

Permits will be made available to the selected contractor, and contractor must keep copies of all permits on site during construction.

Staging and Access. Equipment/site access will be limited to routes designated by TRWC and TDA personnel. All equipment staging and stockpiling will take place in designated areas. Contractor will be responsible for purchase and installation of DuraDeck meadow mats or similar approved product to allow for heavy equipment access across sensitive meadow and riparian zones. No access across sensitive habitat areas will be allowed without installation of appropriate protective material.

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. Failure to perform these requirements is grounds for contract termination.

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. The Contractor shall fuel equipment at areas designated by TRWC/TDA Project Managers. When fueling must be done at a construction area, the Contractor shall designate a site(s) and obtain approval in writing from the Project Managers. All fueling, servicing, and repairs will be done in designated fueling areas at a minimum of 50 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. The Contractor will

be required to submit a spill prevention plan prior to mobilization and is required to have the appropriate materials on-site to clean up any spills that may occur.

Fire Plan. Contractor will be required to prepare and follow a fire plan that meets Tahoe Donner Association requirements. U.S. Forest Service Project Activity Levels (PALs) will be utilized as a reference for this project site, and Contractor shall comply with all potential conditions and restrictions..

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

Materials. TRWC will provide native seed for this project, all other materials necessary to complete the work will be provided by the contractor or derived on-site (fill, willows, mulch, etc.).

Construction water. The closest source available for drafting water will be South Fork of Prosser Creek. Contractor will be responsible for establishing fish screens and any additional measures necessary to ensure protection and no impact to fish or other aquatic species while drafting water.

C. PRE-BID MEETING AND SUBMISSION

A mandatory pre-bid meeting will be held on-site, Friday September 8, 2023. The pre-bid meeting will be from 10 AM – noon. The meeting location is shown on [Attachment 1](#)

Attendance at the pre-bid meeting is a prerequisite for submitting a bid.

Please RSVP to Eben Swain (eswain@truckeeriverwc.org) by Wednesday August 30th if you plan to attend the pre-bid meeting.

Bids must be received by 5:00 P.M. on Friday, October 13th. Bids must be submitted electronically in .pdf format, all materials must be contained in a single file. Send bids to: eswain@truckeeriverwc.org

D. REQUESTS FOR ADDITIONAL INFORMATION

Requests for additional information or clarifications shall be submitted via e-mail to Eben Swain at eswain@truckeeriverwc.org by 5 PM on Friday, September 15th.

Responses will be sent via e-mail to all participants in the pre-bid meeting and will be posted on TRWC's website as response to comments and/or an addendum.

E. BID PACKAGE AND EVALUATION

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

1. The Contractor shall have completed a minimum of three wetland and stream restoration projects as prime contractor in the past ten years. Example projects must demonstrate working in sensitive wetland areas, natural channel restoration, floodplain restoration, riffle construction, boulder weir and log/root-wad installation, and revegetation.
2. Contractor shall have demonstrated experience in bridge and boardwalk construction and shall be proficient at installing helical anchors and providing all necessary materials for bridge/boardwalk construction.
3. The Contractor's superintendent or foreman assigned to this project shall have at least three years' experience supervising restoration projects, and installing relevant infrastructure which has included channel restoration, revegetation, dewatering and bridge/boardwalk construction.
4. State of California Class A General Engineering Contractor's license in good standing.

5. Work experience - minimum three (3) example projects showing montane (>4000 feet elevation) meadow, floodplain, riparian restoration work and board/bridge construction in the past 10 years. Submit a minimum of three (3) representative photographs showing operations for each project, including earthwork, revegetation, site stabilization and bridge/boardwalk construction.
6. The Contractor shall have demonstrable experience implementing restoration 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. Bids will be evaluated on the basis of cost, project experience, past performance, qualifications of proposed equipment operators, integrity and capability of bidders, and probable level of service and convenience to TRWC. TRWC may conduct interviews with Contractor(s) or teams based on their evaluation of bids.

If in the sole opinion of the TRWC, the Contractor does not meet the required qualifications the bid will be deemed non-responsive.

TRWC reserves the right to retain all bids for a period of 60 days for examination and comparison, and to delete any portion of work from the contract. TRWC reserves the right to reject any and all bids.

F. BID FORMAT

Bids must be prepared using the attached bid sheet.

No overhead or administration costs are allowed.

Bid packages should include the following:

- ◆ Scope of work and approach. Outline the proposed technical approach to project activities including work sequencing and equipment. The approach should include discussion of all major project components including but not limited to Best Management Practices, earthwork, dewatering, and revegetation/site stabilization.
- ◆ Proposed project schedule.
- ◆ Cost Estimate prepared on attached Bid Sheet; include fuel cost used in bid.
- ◆ Rate sheet.
- ◆ List of relevant project experience, with contact information for references.
- ◆ List of current certifications of staff assigned to project (e.g. Class A Contractor's 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.

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.

Fuel contingency. Fuel costs used in bid shall be included on the bid sheet. One month prior to mobilization, TRWC and Contractor shall revisit fuel costs to evaluate the need for a fuel cost contingency (increase or decrease).

G. PAYMENT TERMS

Funding sources for this project allow invoices to be submitted once every 90 days (March 25, June 25, September 25, and December 15) for work completed. It is expected that payment can be made within

120 days of invoice(s) submittal; however payment will only be made to the Contractor once TRWC has received payment from the project funders. All efforts will be made by TRWC to expedite payment; however no interest will be paid on overdue payments.

H. CONTRACT REQUIREMENTS

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 \$2 Million per Each Occurrence and no less than \$4 Million Aggregate showing the Truckee River Watershed Council and Tahoe Donner Association, 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>). Where applicable, rates for Placer County will apply.

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

Audit. Contractor shall maintain, and TRWC shall have access to, all records connected with this contract for three years from contract completion date in the event an audit is required.

I. ATTACHMENTS

[Attachment 1. Pre-Bid Meeting Location](#)

[Attachment 2. Design Plan Set](#)

[Attachment 3. Geotechnical Study](#)

[Attachment 4. Project Bid Sheet](#)