

Request for Bid

Prosser Creek Sediment Reduction Project

The Truckee River Watershed Council is seeking a construction bid for the Prosser Creek Sediment Reduction Project

Lead: Truckee River Watershed Council

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RELEASE DATE: April 10, 2024

In 2024, 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 lead for the project is Truckee River Watershed Council (TRWC). The project partners are the Truckee Donner Land Trust (TDLT), Tahoe Donner Association (TDA), and the U.S. Forest Service – Tahoe National Forest (USFS).

Purpose. The purpose of the Prosser Creek Sediment Reduction Project (Prosser project) is to reduce sediment delivery to Prosser Creek through dirt road maintenance. The goal of the project is to improve water quality and aquatic habitat.

Location. The project takes place on land owned/managed by the Truckee Donner Land Trust, Tahoe Donner Association, and the U.S Forest Service – Tahoe National Forest. The project is located in Nevada County (Attachment 1). Work will be completed along the access route to Frog Lake, including Crabtree Road, and Frog Lake Road. Access is via Carpenter Valley Road (Figure 1).

Project Overview. The Prosser project was identified through the Prosser Creek Watershed Assessment (TRWC, 2022; available at: www.truckeeriverwc.org). The watershed assessment identified numerous restoration and management opportunities that collectively will improve water quality and habitat within the Prosser Creek watershed. One of the highest priority actions was to complete a roads and trails inventory and assessment to identify areas of excess erosion. The roads inventory was completed in 2022 (Attachment 3).

Considering watershed benefit and landowner priorities, the initial phase of road maintenance work was identified. The roads included in this current project require maintenance to reduce sediment delivery, including addressing several impaired drainage crossings.

The work generally consists of installing and rebuilding rolling dips and installing low water crossings. The Design Plans show the approximate locations of low water crossings and newly constructed rolling dips. Rolling dips to be rebuilt will be identified in the field during the pre-construction site visit.

Schedule. Construction is anticipated to start approximately July 1, 2024 and is expected to be completed before August 9, 2024. If site conditions allow, construction could begin earlier.

Work. Attachment 1 contains the project design.

Implementation actions generally include:

- Equipment mobilization/demobilization
- Constructing rolling dips
- Rebuilding rolling dips as needed
- Removing impaired culverts (and off-hauling)
- Constructing low water crossings to replace culverts
- Installation of minor dewatering/diversion system

It is anticipated that rock will be imported for construction of the low water crossings. See the attached Design Plans (Attachment 1) for sizing, Attachment 2 includes estimated amounts required.

Temporary diversion and dewatering notes. A seep is located in one of the work areas where rolling dips will be installed, the general location is indicated on Sheet 2.0 of the Design Plans. Sheet 1.1 of the Design Plans includes general guidance for the temporary diversion/dewatering system. The contractor shall provide a final Dewatering and Diversion Plan for approval 10 days prior to construction when site conditions are known.

Construction Oversight. Work will be observed by the Engineer or Engineer's Representative as described in Attachment 1. All parts of this project are subject to field design or refinement by the

Engineer or Engineer's Representative, according to field conditions.

Expected Project Schedule

| Task | Date |
|--|----------------|
| Deadline for requests for additional information | May 1, 2024 |
| Bids due | May 21, 2024 |
| Interviews | May 28, 2024 |
| Contract award | June 5, 2024 |
| Estimated construction start | July 1, 2024 |
| Construction completion | August 9, 2024 |

B. WORK REQUIREMENTS

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

Permits and Environmental Compliance. The project will be constructed following sediment and erosion control measures included in the Design Plans. Final project permits will be provided to the selected contractor.

Staging and Access. All access to the project area will be on existing roads. It is anticipated that work will progress in a linear fashion, so equipment staging will occur as the work moves along the road. Overnight equipment storage will be limited to existing pullouts or disturbed areas, a minimum of 50 feet from any drainages or sensitive areas. The contractor will provide a staging and access plan prior to construction that includes fuel/chemical storage areas, materials/equipment staging areas, and employee parking.

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 the Engineer or Engineer's Representative. 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.

Spill plan. 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. The contractor will prepare and follow a U.S. Forest Service Fire Plan for Service Contracts and Special Use Permit Holders. The contractor shall comply with U.S. Forest Service Project Activity Levels (PALs). Spark arrester will be required on equipment for fire prevention.

Recreation Management: All work takes place on roads that are open to recreational use. In addition to non-motorized recreational use, the road is the primary access point to the Frog Lake Backcountry huts,

operated by the Truckee Donner Land Trust. The Contractor will be required to submit a recreation management plan prior to mobilization that addresses how disruption to other users of the road will be minimized. While roads may not be passable 100% of the time due to construction activities, it is expected that disruption will be minimized.

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. It is anticipated that some rock will be available on-site to incorporate into the lead out ditches, however the rock for surfacing the Arizona crossings will likely need to be imported. Estimated total quantities for all project features are included as Attachment 2. Exact quantities will likely differ. Refer to the Design Plans (Attachment 1) for materials sizing required for each project element. All rock used in the project must be approved by the project Engineer. Contractor shall also provide any erosion control materials/BMPs including any materials required for the dewatering system.

Stockpile management. It is anticipated that all soil will be placed immediately and will not require stockpiling. However, if any soil requires stockpiling overnight, the material either needs to be spread within the road prism by the end of day, or BMPs such as wattles or silt fence must be installed to prevent erosion of the material outside of the road prism. Rock may be stockpiled outside of sensitive areas without any BMPs.

Construction water. Limited drafting from Frog Lake for construction water can occur. There is also likely to be sufficient water for drafting near Station 168 (Sheet G, Attachment 1). Another drafting site is located along Carpenter Valley Road, at the crossing of Prosser Creek.

C. BID SUBMISSION

Site Access. The project area is gated; however the roads are publicly accessible via foot or bicycle after the Tahoe Donner Cross Country ski center closes for the year (anticipated to be April 14th).

Bids must be received by 5:00 P.M. on Tuesday, May 21st. Bids must be submitted electronically in .pdf format, all materials must be contained in a single file. Send bids to:
bchristman@truckeeriverwc.org

D. REQUESTS FOR ADDITIONAL INFORMATION

Requests for additional information or clarifications shall be submitted via e-mail to Beth Christman at bchristman@truckeeriverwc.org by 5 PM on Wednesday, May 1st.

Responses will be posted at www.truckeeriverwc.org in the "News" section and emailed in our weekly E-Currents newsletter.

E. BID PACKAGE AND EVALUATION

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

1. The Contractor shall have completed:
 - a. A minimum of three (3) dirt road construction/maintenance projects as prime contractor in the past five (5) years. Example projects must demonstrate working in sensitive areas, construction of low water crossings, dewatering, and building rolling dips.
 - b. A minimum of three (3) projects working in montane habitats (>4000 feet elevation) restoration work in the past ten (10) years. Submit a minimum of three (3) representative photographs showing operations for each project, including earthwork and site stabilization.

2. The Contractor's superintendent or foreman assigned to this project shall have at least three (3) years' experience in the past five (5) years supervising projects which included dirt road maintenance and construction of low water crossings.
3. State of California Class A General Engineering Contractor's license in good standing.
4. 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. 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

This is a time and materials contract. A Not to Exceed amount will be agreed upon between TRWC and the selected contractor.

No overhead or administration costs are allowed.

Bids 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 also include discussion of all major project components including but not limited to Best Management Practices, earthwork, dewatering, and invasive weed control. The approach should also include discussion of traffic management (recreational as well as landowner access to Frog Lake).
- ◆ Proposed project schedule.
- ◆ Total Cost Estimate including estimated # of hours, equipment (with operator) hourly rates, rates for laborers, foreman, etc., and materials costs. As the number of rolling dips to be rebuilt will be determined in the field in advance of construction, this work will be billed as additional at rates specified on the Rate Sheet.
- ◆ 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.

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 TERMS

Among other contract terms, the following shall apply:

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, Truckee Donner Land Trust, Tahoe Donner Association, and the US Forest Service, as well as their principals, directors, employees, mortgagees, agents, representatives, successors, and assigns as special endorsements to be added to the insurance policy.

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 Nevada County will apply.

Disqualified Businesses and Persons. TRWC cannot contract with any individual or organization on the State Water Board's List of Disqualified Businesses and Persons, located at: http://www.waterboards.ca.gov/water_issues/programs/enforcement/fwa/dbp.shtml, or with contractors excluded under the federal System for Award Management: <https://sam.gov>.

I. ATTACHMENTS

1. [Design Plans](#)
2. [Sizing for project elements](#)
3. [Prosser Roads and Trails Assessment](#)

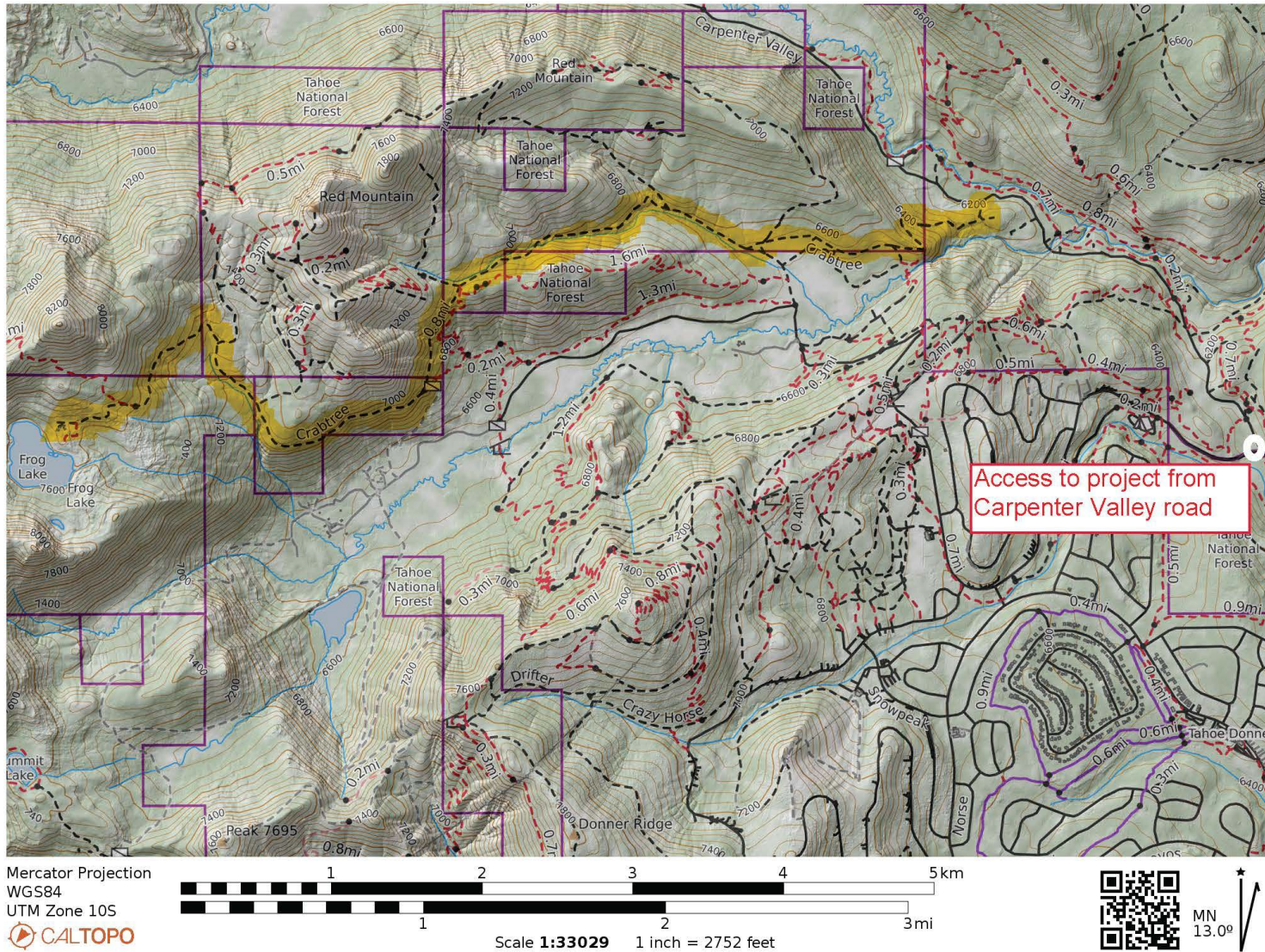


Figure 1. Project Overview Map. Road segments included in project are highlighted. Access is via Carpenter Valley road.