

# STHDI Pre-Bid Site Visit Field Questions – 12/23/2024

## Final

Document was originally posted on 11/19/2024. Updates were posted on 12/5/2024 and 12/19/2025.

New updates were made on **12/5/2024**, **12/19/2024**, and **12/23/2024** and are highlighted accordingly. There are responses to questions for Contracts [2](#) and [5](#).

## All Contracts:

- What happens if LCFEG does not win the timber sale?
  - Answer: If neither sale is won, or if there is a wood material shortage despite acquiring a sale, LCFEG shall work with the Contractor to develop a revised plan for wood sourcing and haul. The Contractor is not responsible for determining alternative wood sources from the timber sale nor are they held responsible for a material shortage if that shortage is caused by a lack of raw materials in the timber units. LCFEG will determine the most appropriate solution to a change in wood materials, considered options will include: (1) purchasing wood from the winning bidder or (2) importing wood from another source.  
Note: LCFEG has the funding to purchase this sale, pay the logger prevailing wages to process the sale, and haul materials to the project site.

## Contract 1:

**Updated 12/5/2024:** Closed. Text removed.

## Contract 2:

- **Updated 12/23/2024:**  
Question: With completion of work below 153+00 in 2025, will the contractor constructed bridge over Harrington Creek be required in 2026?
  - Answer: No, the Harrington Creek bridge the instream contractor will install in 2025 will be used to haul wood from Trucked Staging Area #3 into the floodplain for building structures near STA125+00 on river right. All wood in Trucked Staging Area #3 will be used in 2025 and the access route down “4100B RD” on the plans will be decommissioned along with the bridge over Harrington Creek. We will not need this access route over Harrington Creek again in 2026.
- **Updated 12/23/2024:**  
Question: The Type 3 detail sheet shows the type 3 structures built with piling placed to hold full length trees. On the print pages the piling are shown but no full-length trees. Are all pier log’s structure related or are some just stand-alone pilings. If some are structures, is there any sheets that show how many.

- Answer: There is a hatch on the plans showing where “Broadcast Wood Loading” will be incorporated into the fixed structures and pier logs. Please review the “WHS Type 1 Loose Wood” section of Attachment A (starts on page 32) and “WHS Type 3 Floodplain Pier Log.” At the top of page 34 at the end of the WHS Type 3 description it says, “Loose Wood shall be woven, wedged, and/or interlocked between Floodplain Pier logs to resist downstream movement. Ensure log-to-log contact between pier logs and loose wood. Reposition logs and redrive pier logs, if necessary, to achieve log-to-log contact. Loose Wood placed between Floodplain Pier Logs are part of the Broadcast Wood Loading placement of 10 pieces per acre.”

- Updated 12/19/2024:

Bid Opening is Monday, December 30<sup>th</sup> at 1pm. The bid documents say the 29<sup>th</sup> and they are wrong.

- Updated 12/19/2024:

Question: What size pile driver was used for the pile driving test?

- Answer: Page 65 in the bid docs (page 42 of Attachment A) discusses results from the pile driving tests done in 2024. The pile driver used was an impact driver attached to a 330-FM CAT excavator, model NPK 220 ten ton.

- Updated 12/19/2024:

- Question: Regarding 2-04.3(1) and (2) – Will the slash be piled in the harvest units or does the Contractor need to gather it for transport?

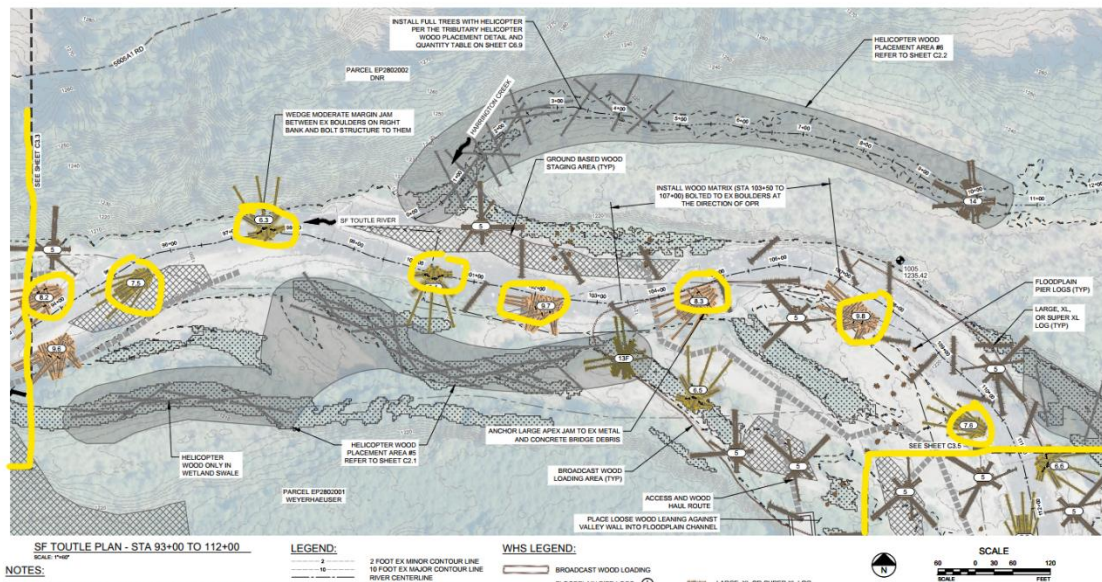
- Answer: The logging contractor will pile the slash into piles appropriate for each staging area or placement area. Each pile will be strategically placed to minimize secondary transport For example, looking at Sheet 7 (Staging and Helicopter Plan for Reach A), the logging contractor will prepare four piles:

- **Helicopter Staging Area 1:** 120 CY – this pile will include bundles of slash prepared by the logging contractor ready to fly with the helicopter. The piles will be up to 9000 pounds each. We expect the slash to weigh about 1 ton per 8 CY; so, 120 CY would weigh about 30,000 pounds and would be split this into 4 bundles to keep each under 9,000 pounds. Bundles will be built using small logs as cribbing.
- **Helicopter Staging Area 2:** 100 CY would weight about 25,000 pounds and would be split into 3 bundles. These bundles along with bundles for Helicopter Staging Area 1 will be staged in harvest units 2 or 3 for the shortest haul distance via helicopter.
- **Trucked Staging Area 1:** 410 CY of slash – this will weigh about 102,500 pounds and will be staged adjacent to access roads so that the instream contractor can load it and transport it.
- **Helicopter Wood Placement Area 1:** 22 slash bundles will be prepared by the logging contractor for placement in Bear Creek.

Note: DNR timber harvests do not allow for harvest of the tops and limbs. LCFEG is allowed to collect slash through a separate Land Use Lease with DNR.

- Updated 12/19/2024:

- Question: When determining the number of diversions to keep turbidity to a minimum, can we assume the station number will be the center of the river to estimate which structures will require some type of turbidity prevention?
  - Answer: Yes. However, only WHSs that require excavation will require turbidity control; those include WHS 6-11. Some excavation may be necessary for WHS 2 to move boulders around and WHS 3 for individual pilings/pier logs.
- Below is an example for determining how many structures will require turbidity control; sheet 15 would include 8 structures that would require some level of turbidity prevention prior to excavation in the channel.



● **Updated 12/5/2024:**

Bid Item #15, Erosion Control, and water pollution prevention. Will all seeded acres require mulch per 8.010.(2), 6 acres minimum?

- Answer: No. Please refer to the following with regards to Bid Item #15; reference page 52 in Attachment A.
- 8-01.3(2)B Temporary Seeding states that “Temporary seeding is required on all access routes and staging areas with exposed soil upon project decommissioning.”
  - Clarification: The Contractor should plan on seeding all 6 acres.
- 8-01.3(2)D Temporary Mulching states that “the contractor shall apply straw or wood strand mulch after temporary seeding on all disturbed soils.”
  - Clarification: The Contractor will be responsible for all roadways, staging areas, and access routes. However, only access routes that have greater than a 4:1 slope (L:W) need to be covered with weed-free straw prior to demobilization. For example, the log ramp at Trucked Wood Staging Area #1 would need to be covered, any access points where equipment removed alders to drop down into the floodplain would need to be covered, and any disturbed sediments adjacent to the labelled wetland/riparian zone on the west side of this area that have  $\leq$  4:1 slopes requires covering (see Wattles note below). Any areas that were disturbed but are flatter than 4:1 slope can

be covered with slash and other deterrent wood that will keep ATV/UTV users out of the area.

- Note that Trucked Wood Staging Area #3 will require roughening the haul route leaving the existing parking area but the parking area will be returned to pre-construction condition.
- Overall, the acreage that will require covering is dependent on how large the staging areas and access routes are that the contractor creates. For bidding purposes, the contractors should plan on covering 2 acres.
- 8-01.3(10) Wattles states that “Wattles, or other erosion and sediment control BMP, shall be installed to control erosion and turbid water runoff between work areas and environmentally sensitive areas (e.g., Wetlands, and creeks; see sheet 7 near Trucked Staging Area 1 as an example).”
  - Clarification: The actual number of wattles required will depend on how and where the Contractor builds their access routes.
  - One area expected to require wattles is the access route through Trucked Staging Area 1 down to the SF Toutle River. Here, there is a wetland adjacent to the access route and the slope is flatter than 4:1 so it won’t require covering. In this case, wattles can be used to protect sediment from seeping into the wetland. This area is about 200’ long.
  - For bidding purposes, the contractors should plan on providing 500’ of straw wattles.
- Several places in the documents for pre fish window work use the term “if allowed by permit” is used. Will we know an answer before the bid date?
  - Answer: No. Permits are expected by May, 2025. The Contractor should assume an in water work window of 7/16 to 9/15. During the site visit we explained that some side channels may still be wet and cannot be forded before the IWWW. However, the Contractor may span these channels if they see it necessary to start work before the IWWW begins. There are also plenty of areas to begin work before the IWWW begins that don’t require spanning wet areas.
- Who is required to attend daily meetings and proposed time?
  - Answer: LCFEG and at least one representative from the Contracting company should attend the daily meetings. These meetings will be necessary to discuss safety, logistical planning, any items being charged to the Force Account, and any anticipated changes that may be necessary.
- Fish salvage, Contractor is expected to assist per documents, can you explain what type of assistance and expected time and personnel requirements.
  - Answer: The Contractor is responsible for the dewatering which impacts fish salvage. The Contractor should also budget to provide 3 staff to assist for 3 days for the largest fish salvage effort in 2026; they will help carry buckets, net fish, transport coolers, move fish to their return location, etc..  
The fish salvage for the channel fill area is expected to take a full week. The Contractor will need to slowly reduce flow through into the dewatered area incrementally over the course of the week. If there are still abundant fish moving out after one week, it may require more time to allow these critters to exit the worksite.

Seeing as this large fish salvage effort will be completed in 2026, the Owner and Contractor will have time to develop a schedule that accommodates this effort.

- If dewatering is necessary to construct individual structures (e.g. to meet water quality standards), the Contractor will be responsible for isolating the worksite. The Owner will provide one person with a backpack shocker and one person with nets to remove fish from the isolated worksite. The time required depends on the size of isolation.
- Wood staging, the Full Trees W/RW delivered to staging 1 and 2, are these 90' (Chart C2.1 and chart C2.2)
  - Answer: any "Full Trees" W/ or W/O RW downstream of STA 128+00 are 90' long. See 2-04.3(1) on page 22 of Specifications in Attachment A.
- Slash Bundles are referenced in several places on the prints. Who is required to build the bundles and what are the specifications.
  - Slash bundles are shown in the plans within Caddis Creek. These bundles will be installed by helicopter as part of Contract 4.
  - Any Trucked slash shown in the Wood Staging Area Summary tables are not bundled but trucked in bulk. Any Helicopter slash will be bundled by the Contract 3 contractor as one of the sorts and flown by Helicopter in Contract 4.
- Culverts, who sizes the culverts.
  - Answer: The Contractor is responsible for furnishing, installing and sizing culverts as required for all stabilized construction ramps.
- What is the question cutoff date.
  - Answer: The question cutoff date is 5 days prior to the bid due date.
- What is the total acreage of clearing and grubbing for the staging areas? What quantity of the timber knocked down in these staging areas needs to be hauled to the floodplain and what can be distributed on the ground surface during demobilization?
  - Answer: Contract 1 includes just enough clearing and grubbing to stage the wood as described in Task 3 and the associated Drawings Sheets 6-8. The remainder falls under Contract 2.

The listed 7 acres in the specifications are a maximum estimate assuming that all ground-based staging areas are fully cleared and grubbed (which is optional and only as needed by the contractor). The acreage includes truck based staging areas, ground-based staging areas and wood access & haul routes.

Refer to the tables below:

Table 1. Truck Based Staging Areas

| Staging Area ID | Staging Area (SF) | Clearing and Grubbing Area (sf) | Notes  |
|-----------------|-------------------|---------------------------------|--|
| 1               | 35032             | 35032                           | Alder dominated vegetation, use as slash.                  |
| 2               | 80740             | 80740                           | Alder dominated with a few conifers. Use as slash and WHS. |
| 3               | 32489             | 0                               | Harrington Flats already cleared                           |
| 4               | 9100              | 3000                            | Most of staging area is gravel bar                         |

|   |        |      |   |
|---|--------|------|---|
| 5 | 9958   | 0    | Located on gravel bar, no clearing or grubbing. |
| 6 | 100062 | 0    | Located on gravel bar, no clearing or grubbing. |
| 7 | 20051  | 0    | Located on gravel bar, no clearing or grubbing. |
| 8 | 18607  | 4000 | Most of staging area is gravel bar.             |
| 9 | 28893  | 0    | All on road, no clearing and grubbing.          |

Table 2. Ground Based Staging Areas

| Adjacent Truck Based Staging Area | Staging Area (SF) | Clearing and Grubbing Area (sf) | Notes   |
|-----------------------------------|-------------------|---------------------------------|---|
| 1                                 | 90761             | 90761                           | Maximum area of clearing, likely not all necessary.   |
| 2                                 | 14514             | 14514                           | Two small areas just downslope of ramp off trucked #2 |
| 3                                 | NA                | NA                              | Located on gravel bar, no clearing or grubbing.       |
| 4                                 | NA                | NA                              | Located on gravel bar, no clearing or grubbing.       |
| 5                                 | NA                | NA                              | Located on gravel bar, no clearing or grubbing.       |
| 6                                 | NA                | NA                              | Located on gravel bar, no clearing or grubbing.       |
| 7                                 | NA                | NA                              | Located on gravel bar, no clearing or grubbing.       |
| 8                                 | NA                | NA                              | Located on gravel bar, no clearing or grubbing.       |
| 9                                 | 11552             | 4100                            | Little Cow Springs HQ                                 |

Table 3. Access and Wood Haul Routes

| Adjacent Truck Based Staging Area | Approx Length of Route Through Vegetation (feet) | Clearing and Grubbing Area (sf) | Notes                                    |
|-----------------------------------|--|---------------------------------|--|
| 1                                 | 1000   | 20000                           | Assumed 20' clearing and grubbing width. |
| 2                                 | 500  | 10000                           | Assumed 20' clearing and grubbing width. |
| 3                                 | 800  | 16000                           | Assumed 20' clearing and grubbing width. |
| 4                                 | 200  | 4000                            | Assumed 20' clearing and grubbing width. |
| 5                                 | 400  | 8000                            | Assumed 20' clearing and grubbing width. |
| 6                                 | 250  | 5000                            | Assumed 20' clearing and grubbing width. |
| 7                                 | 400  | 8000                            | Assumed 20' clearing and grubbing width. |
| 8                                 | 200  | 4000                            | Assumed 20' clearing and grubbing width. |

|   |   |   |  |
|---|---|---|--|
| 9 | 0 | 0 | Clearing and grubbing from previous project phase. |
|---|---|---|--|

Table 4. Clearing and Grubbing Summary Table

| Location/Feature                      | Area (ac)  |
|---------------------------------------|------------|
| Trucked Staging Areas                 | 2.8        |
| Ground Based Staging Areas (Optional) | 2.5        |
| Access and Wood Haul Routes           | 1.7        |
| <b>TOTAL</b>                          | <b>7.1</b> |

- Will clearing and grubbing be required in the river right trucked staging areas?
  - Answer: Most trucked staging areas on river right are located on gravel bars in the floodplain that will not require clearing and grubbing. Refer to the tables provided in questions #2.
- Is the contractor at all responsible for installing hardware on the WHSs for contract #2?
  - Answer: No, LCFEG will install and furnish all hardware. The contractor is responsible for carrying hardware out to WHS Type 2, Type 8, Type 9, and Type 10. Refer to Contract #2 Special Provisions (see Table 5 on page 45 in Attachment A).
- What is the minimum pile embedment depth? How much of the embedment needs to be achieved by driving? Can a contractor dig a 10-foot-deep hole and then only drive down two feet?
  - Answer: The contractor should refer to the Contract #2 Special Provisions section 8-26.3(6) (pages 41-43 of Attachment A). A minimum of 5 feet of embedment depth must be achieved by driving rather than excavation. The maximum embedment depth required is 12 feet below existing grade; therefore, the maximum depth the Contractor is allowed to dig for embedment is 7 feet.
- What level of compaction will be required on channel fill and how will this be assessed by the engineer?
  - Answer: The contractor should refer to the Contract #2 Special Provisions section 8-28.3 (pages 48-50 of Attachment A). Compaction shall be achieved by tracking over the placed material between lifts after fine sediment has been washed into the matrix to ensure voids are filled. The Contractor shall complete minimum two passes with tracked equipment or until a firm and consolidated condition is achieved as approved by the Engineer.
- What is meant by mixing in “fines” within channel fill? What level of sorting and washing will be required? How will the success of this be evaluated?
  - Answer: The contractor should refer to the Contract #2 Special Provisions section 8-28.3 (pages 48-50 of Attachment A). Fines will be sourced from floodplain excavation and will consist of sand. The Contractor will be required to wash fines into the channel fill matrix between lifts by either (1) washing in fines with pumped water or (2) partial diversion of water into the channel fill area from upstream as

described in the Special Provisions. Fines will be mixed until the bed is sealed and there are no pockets of cobble that allow flow to go completely subsurface. Some level of subsurface flow is unavoidable given the large grain size of available material; this is acceptable if the aggregate mix is well consolidated and approved by the Engineer.

- When water testing of the fill between 155+00 and 158+00 is being completed, will down stream water quality be a factor because of seepage and runoff?
  - Answer: The Contractor will need to prevent dirty water from running off 155+00 into the bypass which enters the channel at 154+60.
- 158+00 to 176+00 has option of diverting part of river using fish screens, or pump and increase or decrease flows to meet water quality standards. Is this method also acceptable for 155+00 to 158+00?
  - Answer: Yes, we expect the Contractor to build 155+00 to 158+00 at the same time as 158+00 to 176+00; at this time the entire SF Toutle will be diverted to the south side of the floodplain through Little Cow Creek. Any additional pumping or diverting of water in addition to the main bypass is allowed within the fill area (155+00 to 176+00) to meet water quality standards.
- Pilings details
  - Will a specific ring count be required on pilings?
    - Answer: The pilings will be sourced and cut to length by Contract 3 and do not require a specific ring count but must not have cracks, seams, or other deformities that could compromise the structural integrity of the log. Piles will be visibly inspected after preparation is complete. Contract 3 will require the logger to source pilings from the lower 55' of export-quality wood. This will allow them to produce two 25' pilings or three 16' pilings from each tree. The rest of the tree can be made into medium or small logs.
  - Will there be a maximum butt diameter for pilings:
    - Answer: Piling maximum butt diameters will be 16" with a minimum butt diameter of 12" and minimum scale diameter of 10". All measurements are inside the bark.
    - The intention of the maximum butt diameter is to reduce friction during pile driving to ensure we meet embedment depths. Contractor 2 will be responsible for preparing pilings for *their* pile driving equipment. This includes cutting the butt to fit inside their pile-driving head to prevent splintering.

## Contract 3:

- Will the timber sale bid documents be announced prior to the timber sale auction?
  - Answer: No, we will wait until after the timber sale results are final before releasing Contract 3 for bidding. We will require a quick turn around for this Contract, likely 1 week. There are two sales that are being posted a month apart; thus, we will release bid documents within a week if we win one or both of the sales.
- Are all DNR units ground based harvest?



- Answer: There may be some units where ground-based logging isn't possible. However, we are not as familiar with the capabilities of new logging equipment like tether-logging. We won't know until DNR releases the sales data.
- Can we cross Harrington Creek and the existing creeks on the 4100M road to access the Enhanced sale units prior to the IWW? Can culverts be installed over the 4100 road creeks prior to the IWW?
  - Answer: DNR is aiming to install the bridge over Harrington Creek in April 2025 if WDFW allows. The Owner will request permits to install culverts into the stream crossings along the 4100M road before the IWW. This will likely be possible as long as there is a dry weather period and the stream goes dry when culverts are installed. Culverts may not be required but would provide access even during a rain event.
- Under what circumstances does prevailing wage need to be paid to the logging contractor to harvest DNR sales? When does this not apply? Has this been accounted for?
  - Answer: If LCFEG wins the timber sale and is paying the logger to harvest, process, and deck up the wood they will need to be paid prevailing wages. If another company wins the sale and harvests, processes, and decks up the wood and LCFEG purchases the wood on the landing, we will not pay prevailing wages for this work.
- How many units does LCFEG intend to purchase from the two timber sales?
  - Answer: LCFEG intends to purchase both sales and use all of the wood from both sales between 2025 and 2027.
- What will the bidding look like for Contract 3?
  - Answer: We intend to bid out Contract 3 on a \$/acre basis to perform all activities including harvest, sorting, and decking up the wood in the units.
- Who will improve the 4100M-road adjacent to the Enhanced sale and when can this happen?
  - Answer: DNR will install the bridge over Harrington Creek in April 2025. The winner of the Enhanced timber sale will be responsible for permitting and completing road work on the 4100M road.

## Contract 4:

- Will any of the staged Large, XL or Super XL logs at the 4701 stockpile need helicopter transportation?
  - Answer: Yes. We plan to fly "Large" rootwads into Reach D (see Sheets 20-23 of Contract 2 Drawings for reference). These pieces will likely weigh about 8-10,000 pounds each. The helicopter company should have a lifting capacity of at least 8,000 pounds.

## Contract 5:

- Updated 12/19/2024:

Question: Are there hubs for elevations to check the final streams bed elevations.

- Answer: The engineer/owner will set up a final grading plan including hubs. These will be marked out on site by the owner/engineer. This work will be done in the spring, well before the September construction.
- Can we still offer a virtual tour for Stump Creek since the snowy roads prevented some contractors from attending?
  - Answer: Since we were able to make it to the site, we will not offer a virtual tour. However, we will include extra photos in the bid docs than we would typically to paint a clear picture of the site conditions. We don't have any good drone imagery or GoPro360 imagery of this site that we would use for a virtual tour.