

Pre-Bid Tour Notes: Stormy Project Area “A” Habitat Enhancement Project, May 2nd, 2019

- A Performance and Payment Bond will likely be required for this project for 100% of the contract amount.
- Contractor will likely have to name CDLT and Chelan County as additional insureds on commercial, property, and automobile insurance policies required by the contract.
- Contractor will be given a contract template with applicable language for insurance requirements prior to obtaining bond
- Davis Bacon Wages apply to this contract. The YN sample contract template has new language regarding applicable wage determinations.
- The In-Water Work Window for this project is from July 16th-August 10th, 2019. Out of water work can take place before and after provided activities do not cause any turbid conditions in any surrounding waterbodies.
- A general start time for out of water activities for this project is July 8th, 2019.
- A 90ft. clear span bridge is required. Can be placed when cfs. is 350 or below. Bridge and any materials for approaches have to be removed to river left by August 10th, 2019.
- Entiat River Road is a county owned road and the contractor will need to supply prior to construction a County Right of Way Permit as well as provide the proper flagging and signage during project construction.
- All material used as approaches off of county road will have to be removed completely and disposed of by contractor at their expense. Any damage to asphalt while off-loading equipment on county road will be the responsibility of the construction contractor.
- During construction activities personnel from the YN, CDLT, WDFW as well as the FS may be present. Any communication needs to be strictly between the Owner (YN) and the permitting agency.
- New plans with updated bid sheet will be posted to the YN website by Tuesday May 7th, 2019
- All wood for the project is located at Preston Pit located at road mile 22.5 Entiat River Road. The contractor will be responsible for hauling all wood to the site and any remaining whole pieces of wood will be hauled back to the Preston Pit upon project completion.
- Pumps for dewatering and coffering methods need to be tight and leak free as possible. Pumps need to have adequate suction and adequate hose capacity to handle each of the five cofferdam locations. Sheet pile and bulk bags filled with an approved fish mix gravel will be acceptable for coffering.
- Contractor will need to stockpile up to 20cy of wetland type soil during the west channel excavation where the haul routes to the spoils piles crosses existing wetlands. Two piles need to be created at these locations and will be directed by the Owner.
- Spoils need to be blended into the hillside and amongst standing timber.
- A total of two round trips by excavator will be allowed for bridge placement and removal.
- A total of two round trips by excavator will be allowed for apex jam construction.
- Access through the riparian, especially on CDLT properties needs to be tight, no over-grubbing.
- Large trees removed during earthwork and clearing and grubbing need to be salvaged and used for the project, especially large cedar trees.
- Slash will also be salvaged and incorporated into the project as designated by project engineer.

- At the Dill Creek the contractor may encounter swampy ground and will need to be adaptable at using a timber mat of sorts to complete the work at this location. Contractor will need to minimize impacts to existing wetlands.
- Backfill for engineered log structures will need to be hauled to on-site spoils pile if not used in the project.
- Threaded rod needs to be non-dipped; no galvanized rod.
- Staging area vegetation may need to be cleared prior to construction and staging to reduce fire potential at this location.
- The inlet jam of east side channel is moving approximately 40 ft. south of current plans.
- Small trees in spoils disposal location can be removed, but large ones need to be left standing.
- Jam #14 on West side channel will need heavy bolstering and is larger than the others in this channel; trying to stop lateral avulsion.
- No height restrictions on the bridge, but will have to pay attention to off-loading on county road near power poles. Areas in and around bridge need to be naturalized.
- All access routes for entire project need to be ripped post construction for revegetation activities.
- A vibratory pile drive is required for all piles. A portion of piles will have a pull test performed by project engineer using a tensiometer device. Piles will be driven to depth of refusal or to desired embeddedness. Tops of piles will be roughened to simulate a natural condition.