**ADDENDUM NO. 1**

**to the**

**2025 Sally Ann Creek Culvert Replacements and Habitat Restoration Package**

**Nez Perce Tribe – Dated: 11/5/2024**

This addendum dated November 5, 2024, is for all persons preparing bids for the above-named project and as such shall be made a part of Contract Documents.

All changes, corrections, deletions, and/or additions to the initial bidding documents enumerated herein shall be included in the Bidders Proposal. In case of any conflict between the drawings, specifications, and this Addendum, this Addendum shall govern.

**The bidders shall acknowledge the receipt of this Addendum.**

**Found below is clarification to questions that were posed regarding the upcoming 2025 construction contract.**

***Is there a load rating on the bridge?***

Yes, HL-93 Design Vehicle. SP-603 Prefabricated Structures outlines the requirements for the prefabricated bridge structure. Design standards and loadings, use AASHTO “LRFD Bridge and Design Specifications” current edition, except where bridge plans require additional loads or configurations.

***Is there a curb or guardrail requirement for the bridge?***

There is no guard rail specified in the design, however the bridge may contain a guard rail. It is the landowners’ preference to have a guardrail for safety, and the bridge that was pulled for a cost estimate by the engineers in preparation for the construction included a rail. It is ***highly recommended*** that we selected a bridge with a guardrail for this site.

***Is the bridge to be graveled?***

Yes, contractor to resurface length of disturbed gravel driveway including bridge.

**T*he designs show large wood on the bank directly below the home, but that is very steep slope. Are these locations specific; do we really want to disrupt the stability of the bank in this location?***

The location of wood shown in the plans are approximate and can be modified in the field at the direction of NPT or the hydraulic engineer. Wood can be buried or placed on the bank (see details drawing no. 3.6) to minimize disturbance.

***Will the construction oversight firm do the staking and flagging for the two culverts and the restoration work?***

Yes, that is the plan.

***What utilities are in the area?***

Power is overhead in this area and found uphill of the project site. There is no fiberoptic. Phone line is present. It is the responsibility of the contractor to do a line locate prior to construction.

***What is the temporary crossing?***

Sheet 2 Sequencing Notes, items 4-6 outline the temporary crossing requirements. When the channel is dewatered, this will essentially be a ford crossing in the dry.

***Where onsite is material to be disposed? Item 4 shows 640 CY. Also, is the stream channel material to be imported or use what is onsite? Boulders imported?***

Material excavated during channel construction can be stockpiled and reused in the channel grading or disposed of on site in a permanent stockpile location. The temporary construction staging area immediately downstream of the driveway bridge can be used as a permanent stockpile location. Additional permanent stockpile locations may be identified in coordination with the landowners and may include the temporary construction staging located upstream of the driveway bridge (see drawing no. 2.1 for locations).

Existing streambed material may be reused on site as approved by contracting officer and hydraulic engineer. Refer to drawing no. 3.3 for target streambed material gradations.

Streambed boulders do not exist on site and are to be imported.

***Is a SWPPP permit required?***

The project footprint is under 1 acre of disturbance and therefore does not requires the SWPPP or the Construction General Permit.

**Will CAD files be shared with the contractor?**

Yes, CAD files containing the proposed alignments and surfaces will be provided.

***What is the expectation with the fenceline near the road?***

The fenceline will need to be returned to its current location at the end of construction. This is an Idaho County fenceline delineating property boundaries/ edge of right-of-way. There is no know livestock within the bounds of the project, so an enclosure is not necessary to be maintained.

***Is there a turbidity monitoring requirement by the contractor?***

The NPT will conduct turbidity monitoring; however, the contractor is required to follow all state and federal requirements for turbidity. Current state standards require instantaneous turbidity does not exceed 50 NTUs above baseline, and continuous turbidity does not exceed 25 NTUs for 10 days above baseline.

***Can some of the existing cottonwoods on site be used as large wood? If trees need to be felled on site, can they stay onsite or do they need to be disposed of offsite?***

The NPT is comfortable intermixing existing mature trees into the large wood requirement at less than 25% of large wood and only when the trees need to be removed due to construction specs. Any additional felled trees or slash can be scattered across the floodplain or disturbed slopes of the project and left onsite.

In addition to the note above, non-conifer species can only be incorporated as LWM within the side channels. Wood within the main channel should meet material requirements noted in Special Provision 2070.

***Will the road be closed?***

Sally Ann Creek Road will be closed during construction; however, it is expected that the contractor minimize the closure as much as possible. The contractor will need to provide road closure signage at the bottom of Sally Ann Creek Road and at the top of the road. In addition, a detour sign is required at the Wall Creek Road intersection. The contractor should anticipate posting notice 7 days prior to the road closure. Idaho County Roads Department will post the notice on their website as well as in the local papers.

***Can street pads be used to cross Sally Ann Cr Road on machinery?***

Yes, street pads will work fine.

***Paving:*** Idaho County Roads Department will pave Sally Ann Creek Road after the completion of the project, and this line item will not be a part of the contract. It is expected that there is a clean cut of the existing pavement.

***Ecoblocks****:* Idaho County will keep the ecoblocks and steel plate at the outlet of the existing culvert. Details of how/ when can be worked out with the contractor and the department.

***Salvage****:* the NPT will conduct the fish salvage but require at least 2 days advanced notice. Fish salvage will be conducted at the time of dewatering. Plant salvage is a requirement of the contractor, and it is the expectation that clump plantings will be done while working around existing vegetation when possible.

***Revegetation****:* the NPT will provide seed but the contractor will be required to spread seed at the end of the project. Restoration plantings will be done by the NPT.

***Note:*** The gravel pit on the upstream side of the County Crossing is on private land and there is no agreement with this landowner to access her land. She currently has a grazing lease and the gate is to remain closed with access maintained.