

**CALDOR FIRE HAZARD TREE REMOVAL PHASE 2  
RESPONSES TO BID TOUR QUESTIONS  
Rev. 6/4/2024**

Q1. What is the contract termination date and is there a mechanism for contract extension?

*A1. December 31, 2025 is the termination date for the period of performance. Depending on fire activity and other external factors that may impede implementation, an extension may be considered.*

Q2. What's the wage class and rates for this project?

*A2. Please refer to the RFP for the federal and state regulatory codes for wage guidelines. <https://www.thegreatbasininstitute.org/2024/05/14/enf-caldor-fire-hazard-tree-removal-project-phase-two-roadside/>*

Q3. Under F.11-Felling, Bucking, Limbing and Skidding Specifications – shows no lop, however the sale area map shows Lop & scatter 18 inches and Item 1. Please clarify the ability to Lop.

*A3. F.11 Felling, Bucking, Limbing and Skidding Specification is not the actual specification that would address the slash requirement of LOP & SCAT 18”, rather F.15-Slash Disposal/Treatment that is contained in the RFB addresses Lop & Scat to 18 inches. F.15 refers to the Sale Area Map in terms of describing where this requirement would apply and the Lop & Scat has now been removed from the Sale Area Map. Please reference Sale Area Map of the updated RFB currently posted on the GBI website map. <https://www.thegreatbasininstitute.org/2024/05/14/enf-caldor-fire-hazard-tree-removal-project-phase-two-roadside/>*

Q4. Provision F.14 – Erosion control, Meadow Protection, Obliteration of Temporary Roads, Skid Trails and Landings will apply to all Hazard Tree Felling areas. At the walk through, it was discussed that it's not generally used, please confirm the status of this clause.

*A4. Provision F.14 is included as appropriate measures are required to ensure erosion control and meadow protection are performed per project specification and design criteria. As the last sentence in the 2<sup>nd</sup> paragraph of F.14 states, the location*

*and method of obliteration of temporary roads, skid trails and landings would be listed in a table in this provision along with the method of obliteration if this requirement applied to this project. The table or listing in F.14 has been removed from the RFB and proposed contract and therefore the potential obliteration of these facilities does not apply to this contract. Skid and landings will be treated with available slash and project debris to support the return site to desired condition. Don, confirm the answer to this question please.*

Q5. At the walk through, it was said that Item 3 Mandatory: Non-Routine Road Maintenance was to be removed and incorporated into Item 1 & 2.

*R5. Subsequent to the bid tour, and after further review, FS and GBI determined that, given the variable degree of need and associated costs for maintenance requirements, the road package will remain as a separate bid line item. There are road work items which must be mitigated prior to operations which include non-routine and routine road improvement measures. Additionally, there are two different funding sources for this project for which one will cover costs for the road package. Therefore, the road items must be separated.*

Q6. Is there a cause for wind row piles?

*R6. See updated RFB for revised description of requirements for stewardship Items #1 and #2. The specifications for Item #1 and Item #2 provide details and clarification concerning the requirements associated with Windrowing, Machine Piling, and surfaced road protections.*

<https://www.thegreatbasininstitute.org/2024/05/14/enf-caldor-fire-hazard-tree-removal-project-phase-two-roadside/>

Q7. Please review machine pile definition to how wind row piles if mechanically piling. Will piling of small material be voided?

*R7. Please refer to response to Question #6, above.*

Q8 F.6 utilization and removal of included timber, at the walk through the USFS said that all material is going to be considered substandard cull wood, is that correct? If not what utilization standard will be used for 25% net, gross or some other percentage of good?

*R8. Hauling saw-timber and/or substandard timber is not mandatory for this project. If the awarded contractor is interested in hauling saw-timber off the project and delivering saw logs to a mill, we will use a load count to determine volume hauled @ an assumed volume of 5.0 MBF/load and the stumpage value for the volume taken to a sawmill will be \$2.50/MBF. If a contractor finds a non-sawmill market for material, it will be assumed that all this material is sub-standard and we will use a load count to determine volume hauled @ \$0.10/ton and an assumed tonnage of 26 tons/load. Blue load tickets will be assigned for sawlog loads and orange load tickets will be issued for biomass. A future purchasing agreement will be created between GBI and the contractor explaining the details.*

Q9. F.6 also talks about removal from project area and includes F.6.1 and F.6.1.2 does all products require removal from project area.

*R9. Material removal will not be mandatory from the project area. If any material is to be removed by the contractor, a purchasing agreement between the contractor and GBI will be established.*

Q10. What are the grant dollars from SNC for this project?

*R10. This refers to a grant that GBI has with SNC. Most of the grant will be treating Item 1 or Item 2 in the schedule of items.*