

Phase I Forest Hazard Mitigation Project

Question and Answer from the Pre Solicitation Field Tour from November 20, 2024 at 11:00 a.m.

All answers are based on pre-solicitation information and another Q&A will occur once the RFP is released.

The final Q&A will inform the final RFP document and answers to the solicitation Q&A will be binding on the final contract.

1. If we can process material up to 36” and be able to broadcast it down or up slopes and keep in the 4” depth is that OK?

All conifer material 14 inches in diameter and larger must be removed from the project site, adhering to the minimum piece size standards. Material under 14 inches in diameter may be broadcast, provided the chip depth does not exceed 4 inches.

Contract specifications for broadcasting will include that all material within 50 feet of the road may be chipped and broadcast. Any residual fuel outside of this 50-foot buffer and under the minimum piece size standards will be specified by slope requirements.

2. For traffic control do we have any restrictions on times? How long can we hold traffic?

The Contractor is solely responsible for obtaining all governmental licenses, permits, and approvals required of or deemed necessary or appropriate by County. An Encroachment Permit is required for road closures during fuel reduction activities.

See Encroachment Permit Requirements: <https://tularecounty.ca.gov/rma/permits/encroachment-and-transportation-permits/>.

County Road M216 (Redwood Drive and Alder Drive) and Forest Service Road 20S03 (Fox Farm Road) Traffic Control Plan is required. Must include:

- a. Operation Hours
- b. Pre-Public Notification to the public, Forest Service, and County of road closure or extended delay. Operation shall adhere to time listed below:
 - i. Closure: open to discussion but not more than one hour on a case-by-case basis.
 - ii. Delay: Thirty (30) minute delay, maximum speed limit 15 mph.
- c. Contractor shall implement measures to guide traffic (such as signage and flaggers), safeguard construction workers, provide safe passage of vehicles, and minimize traffic impacts through the duration of work activities.

Depending on the season, the contractor may negotiate an extension of the Fox Farm Road closure for a longer period during operation hours, excluding weekends. However, Redwood Drive must remain open at all times, except during the periods specified in item b.i. above.

3. There was mention of a grant to take some material to a different site? Can you give more direction on this.

The County of Tulare was awarded a USDA Forest Service Hazardous Fuels Transportation Assistance Grant. The additional funding will help subsidize the transportation of non-merchantable cull logs to

Lignum Support, LLC, in McFarland, CA. The agreement with the Forest Service is still pending finalization.

Link (Region 5): <https://www.fs.usda.gov/managing-land/forest-management/products/hazardous-fuels-transport-assist-grants>

4. What is the engineers estimate for this work?

The project will be conducted as a Request for Proposal (RFP) rather than a bid, so no engineer's report is provided.

5. Will there be any Minority Business Enterprise (MBE)/Disadvantaged Business Enterprise (DBE) requirements that need to be met?

Federal, State, and County does not have requirements that must be met for this project.

6. If material cannot be pulled to the road due to the size of rocks in the way of logs can the material be left and lopped in place?

Generally, all material meeting utilization standards shall be removed by the contractor unless the material is in-accessible (e.g. having large boulders in the way) or would cause unacceptable damage to areas requiring special protection measures, such as streamside management zones, botany sites, or archaeological sites. When such material cannot be yarded to a landing, it shall be bucked into segments, limbed of its branches, and the slash treated per contract specifications.

7. What will be the depth of lop allowed for the areas off Fox Farm road with no access?

Activity generated fuels shall be lopped and scattered to a depth of no greater than 18 inches.

8. Will we need CMS boards for traffic control?

It is advisable that you have a CMS Board for traffic control to increase safety. However, it is not required, but you should have flaggers and proper signage for your operation.

9. Is there an idea of when this will be released and will it be sent to those who attended yesterday?

We anticipate that the Request for Proposal will be issued in December 2024 or January 2025. Notifications about the release of the Request for Proposal will be posted on BidNet Direct, released to all interested parties, and directly sent to those who attended the Pre-Solicitation Field Tour on November 20, 2024.

10. Does the project include both private and federal land?

No. The project only addresses hazard trees on federal land.

11. Is mastication a prescribed treatment for the project?

While Mastication is not a main prescribed treatment for the project. Flexibility allowing mastication of residual material under 14" will be considered based on slope considerations (mastication up to 35% and outside of stream buffer and other resource protection areas). The primary prescribed treatment involves cutting, skidding, decking, and removing trees designated for removal from the project area.

12. Is the "Snip and Chip" method able to be broadcasted?

See question and answer No. 1

13. Is the contractor responsible for maintaining the road?

Most of the roads in the project area consist of paved county roads, which the contractor is responsible for protecting from damage at all times. If any negligent damage occurs to county roads as a result of the contractors' operations, the contractor will be responsible for repairing the damage caused to the road. The contractor will also be responsible for normal pre-haul, during-haul, and post-haul road maintenance as specified in the contract solicitation.

14. Are contractors responsible for log decks already established in the area?

No. The contractor is not responsible for removing existing log decks created by other logging activities.

Comments:

- Be mindful of powerlines during project implementation.
- County Surveyor Team will mark property lines for easier identification.
- Extra care should be taken to avoid hitting green trees. There are intermittent green trees among hazard tree stands.
- All Hazard Trees within the specified project buffers will be removed.
- Any hazard trees likely to hit the road outside of the specified buffer area will be handled on a case-by-case basis. Trees must be assessed by the County Contracted Forester for approval with at least 2 business days' notice.

Example of concerns on Redwood Drive where slope gradient is higher and hazard trees are likely to impact the road.



