



# **Cowlitz Indian Tribe**

## **Natural Resources Department**

### **Request for Proposals (“RFP”)**

### **Grays 4C Restoration Project**

#### **Addendum 3 – May 11, 2026**

The following information and documents are provided as part of Addendum 3. Addendum 3 documents will be made available on the Cowlitz Indian Tribe’s website: [www.cowlitz.org/request-proposals-rfp](http://www.cowlitz.org/request-proposals-rfp)

- Q&A #2 – Responses to additional Contractor Questions (PDF attached)
- Updated Bid Sheet (PDF attached)

**Proposal/Bid Submission Deadline is May 15, 2026 – 2:00 PM PST**

If you have any trouble downloading these documents from our website, please give me a call. Thank you.

**Technical Contact:** Justin Isle – Senior Restoration Ecologist/PM  
([jisle@cowlitz.org](mailto:jisle@cowlitz.org)) 503-799-0934 cell

**Admin. Contact:** Lacey Jacobs – Program Assistant ([ljacobs@cowlitz.org](mailto:ljacobs@cowlitz.org)) 360-353-9425 office

**Sign and return this Addenda with your Proposal and Bid:**

Contractor Name: \_\_\_\_\_

Signature: \_\_\_\_\_ Date: \_\_\_\_\_



# Cowlitz Indian Tribe

## *Natural Resources Department*

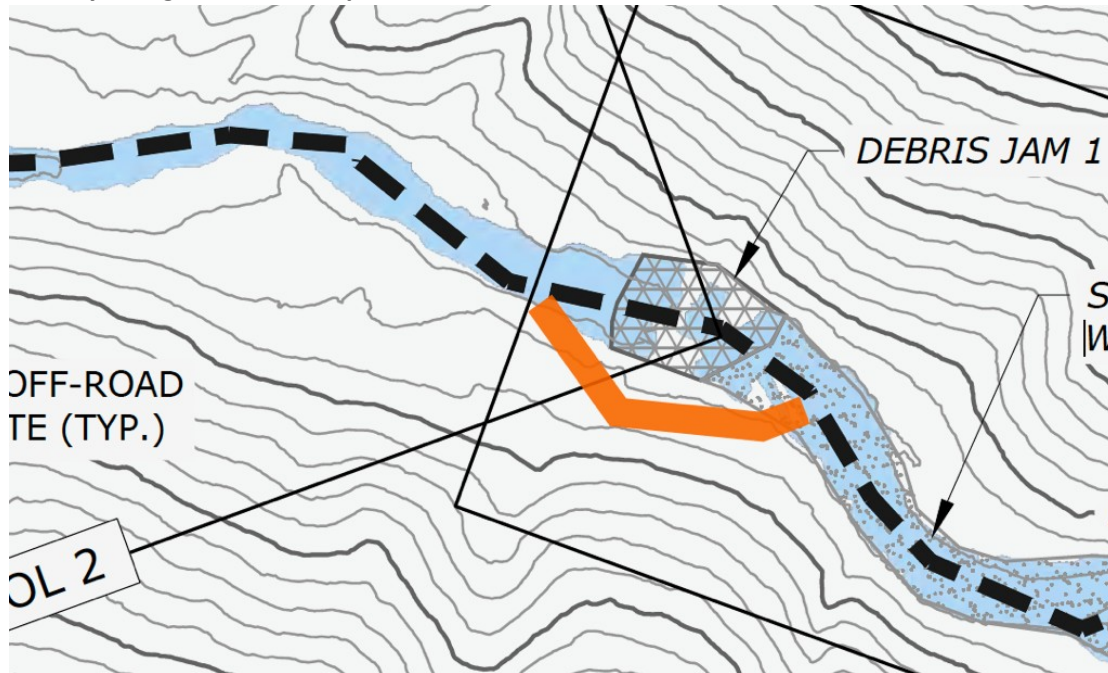
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**Date:** May 11, 2026  
**To:** Construction Contractors  
**From:** Natural Resources Department – Habitat Restoration Program  
**Project:** Grays 4C Restoration Project, Pacific County, WA  
**Purpose:** Q&A #2 – Additional Contractor Questions

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1. **Can we confirm we can mobilize to site and perform access and prep for fish salvage 1-2 weeks prior July 1st? (Minor crib crossing, buggy access routes and staging set up)?**
  - a. *The Contractor can mobilize and begin work in uplands (non in-water work) prior to the in-water work window. Upland work including access road improvements can begin after the issuance of the FPA which is expected in early (e.g., week of June 8<sup>th</sup>).*
  - b. *The Tribe has already reached out to the WDFW Habitat Biologist to discuss the potential for a front-end in-water work window extension specific to creating limited access to facilitate fish salvage. Please note that we cannot guarantee an extension as regulatory agency approval will depend on weather conditions in June; however, the WDFW Habitat Biologist was supportive if weather conditions cooperate.*
  - c. *Once we select a contractor, we would schedule a pre-work onsite meeting with the WDFW Habitat Biologist to go over the request, proposed work tasks, and extent of in-water work and proposed plan submittals. At that meeting Contractor will discuss proposed diversion and dewatering plans/approaches for review by the Tribe and WDFW.*
  - d. *If weather is appropriate in late June, the WDFW Biologist expressed support for a front end extension specifically to allow some limited in-water work to create equipment/UTV access and facilitate fish salvage.*
  
2. **Is an extension allowing some in-water work in June possible? We would like to start early on access?**
  - a. *See response to question 1 above.*
  
3. **Can we access the project site from the south? From the other end of the 7800 Road if we come in from the Hwy 4 side on the 7000 and 7200 Roads?**
  - a. *Construction access (machines, etc.) can only come from the north side (from Rock Creek Road/Mainline up to the 7800N where we parked for the job walk). The 7800S road is closed and has multiple washouts. Any contractor access from the south side is limited to hike-in only.*

4. Is it ok to access through the forest around debris Jam 1? It would be low impact and would not take out any evergreens. See map.



- a. Tribe preference is to remove a portion of Debris Jam 1 to obtain access to Debris Jam 2 to minimize overall riparian impacts. However, the proposed access route around Debris Jam 1 is an option subject to Tribe approval provided no trees greater than 19 inches are removed (e.g., to satisfy Marbled Murrelet protection measures) and the temporary access route is fully restored to pre-construction or better condition after project construction. Contractor proposed routes would need to be flagged and then reviewed by the Tribe/Engineer for approval prior to ground disturbance. Tribe/Engineer preference is to keep temporary access routes primarily on the gravel bars/floodplain to minimize impacts, but alterations are possible as long as impacts to Marbled Murrelet habitat and creeks/seeps/wetlands are avoided.
5. **Some of the old growth wood is really big, and even with the machinery we propose, we may need to cut some of them. Will the engineer and tribe allow this?**
- a. Like all restoration projects, this project has a very significant “fit-in-the-field” element to it. As discussed at the job walk, our goal is to repurpose all of the old growth logs that are within/adjacent to the channel and incorporate them into the proposed ELJ’s and habitat improvements. We anticipate some of the longest old growth logs will need to be trimmed down somewhat to reasonable lengths (50-60) to facilitate removal, staging and subsequent incorporation into the proposed ELJ’s and wood placement efforts within the channel and on the floodplain. We’d like them to remain as long as possible, but we understand there are limits to machine capability. We also anticipate trying to keep some of the largest logs for use in the structures closest to the existing debris jams to minimize haul/drag distances for the huge ones.
- b. Note that Contractor is required to include a specific equipment list dedicated to this project for review by the tribe’s selection committee.

# GRAYS 4C RESTORATION

## BID FORMS - BID SHEET (Revised)

Cowlitz Indian Tribe - Natural Resources Department

31320 NW 41st Avenue, Ridgefield, WA 98642



BID ITEM NO.	BID ITEM	SPECIFICATION	QUANTITY	UNIT	UNIT PRICE	EXT. PRICE
<b>BASE ITEMS</b>						
1	MOBILIZATION	2-01	1	LS		
2	EROSION CONTROL AND WATER POLLUTION PREVENTION	8-01	1	LS		
3	TEMPORARY WORK ACCESS	2-02	1	LS		
4	TEMPORARY WATER CONTROL	8-31	1	LS		
5	FISH SALVAGE SUPPORT	8-31	30	HR		
6	CHANNEL AND FLOODPLAIN EXCAVATION, INCL. HAUL	3-10	12,900	CY		
7	PLACEMENT OF EXCAVATED ALLUVIUM	3-10	12,900	CY		
8	CHANNEL BED SEALING	3-10	1,500	LF		
9	DEBRIS JAM 1 DISASSEMBLY	8-32	1	EA		
10	DEBRIS JAM 2 DISASSEMBLY	8-32	1	EA		
11	BRIDGE REMOVAL	8-26	1	LS		
12	GRADE CONTROL ELJ	8-33	12	EA		
13	LWM PLACEMENT TYPE A	8-33	12	EA		
14	LWM PLACEMENT TYPE A-FP	8-33	7	EA		
15	LWM PLACEMENT TYPE B	8-33	10	EA		
16	LWM PLACEMENT TYPE B-FP	8-33	10	EA		
17	LWM PLACEMENT TYPE C	8-33	13	EA		
18	LWM PLACEMENT TYPE D	8-33	120	EA		
19	LWM PLACEMENT TYPE D-FP	8-33	100	EA		
20	MECHANICAL CONNECTION - BOLTED CONNECTION	8-33	30	EA		
21	MECHANICAL CONNECTION - CROSS CHAIN LASHING	8-33	15	EA		
22	MECHANICAL CONNECTION - BEDROCK ANCHOR SINGLE	8-33	45	EA		
23	MECHANICAL CONNECTION - BEDROCK ANCHOR DOUBLE	8-33	100	EA		
24	MECHANICAL CONNECTION - BEDROCK ANCHOR SINGLE DRILLED	8-33	50	EA		
25	MECHANICAL CONNECTION - BEDROCK ANCHOR DOUBLE DRILLED	8-33	100	EA		
26	ASSEMBLE AND INSTALL BOULDER COLLAR	8-33	400	EA		
27	FIELD-DIRECTED WOOD CATCH ELJ/APEX ELJ PLACEMENT - FA	8-33	1	EST		25000
28	ADDITIONAL MATERIAL PROCUREMENT - FA	8-33	1	EST		25000
29	ADDITIONAL HAUL AND TRANSPORT OF OFFSITE WOOD/BOULDERS - FA	8-33	1	EST		25000
					<b>Base Bid:</b>	
					<b>Pacific Co. Sales Tax @ 8.2%:</b>	
					<b>TOTAL BID:</b>	

Notes: \*Units proposed are based on engineering plans and site conditions during project design/permitting. Restoration Project will be fit-in-the-field, which may result in more or less structures/units based on site conditions, channel conditions, project permits, and grant funding.

<b>Printed Name:</b>	
<b>Signature:</b>	
<b>Date:</b>	