



Request for Proposal for Redwoods Rising Road Operations in Greater Mill Creek

January 2025

INTRODUCTION

In collaboration with the National Park Service (NPS) and the California Department of Parks and Recreation (CDPR), Save the Redwoods League (the League) is seeking proposals for services to conduct ecological restoration activities including road improvement and removal within Redwood National and State Parks (RNSP). This project is expected to last for several years, and the intent is to develop a long-term relationship with trusted operators to implement a complex suite of activities across multiple watersheds, forest types, and road conditions. The focus of this contract is for **one season(June 15th – October 15th) of road work operations** with the potential for a June 1 start or October extension if conditions allow. Competitive proposals will assure high quality and timely work, transparency in practices and accounting, employ local labor where possible, and demonstrate commitment to long-term stewardship.

SECTION 1. PROJECT DESCRIPTIONS

Overview

RNSP includes Redwood National Park, Del Norte Coast Redwoods State Park, Jedediah Smith Redwoods State Park, and Prairie Creek Redwoods State Parks. The parks are home to 45 percent of the world's remaining protected old-growth redwoods. However, alongside these remaining primeval redwood stands are large swaths of forest that bear the scars of logging, including eroding roads, degraded streams, and unnaturally dense forest stands. The park's diverse landscape supports a wide variety of habitats and ecosystems (e.g., coastal dune/scrub, forests, woodlands, grasslands) and essential habitat for threatened, endangered, and special status species such as marbled murrelet, northern spotted owl, and salmonids such as coho salmon, chinook salmon, and steelhead trout. The region also has a rich history of land use and active stewardship by local Native American tribes, including the Tolowa, Yurok, and Chilula.

Redwoods Rising—a collaboration of RNSP and the League—builds upon decades of efforts to protect and improve the health of these redwood ecosystems. The collaboration is currently focused on restoring redwood forest ecosystems in the Greater Prairie Creek (GPC) and Greater Mill Creek (GMC) Watersheds as described below.

The planned scope of work includes road system management and aquatic habitat restoration. Road system management will consist of road improvement and road removal . Road improvements include brushing, resurfacing, and watercourse crossing repair and replacement. Road removal includes reestablishment of natural hydrological patterns.

Greater Mill Creek Project Area

The Greater Mill Creek (GMC) watershed includes land within Del Norte Coast Redwoods State Park and Redwood National Park (Figure 1).

This area is a high priority for restoration because of its location, in context with the surrounding landscape. To the north and south lie two of the largest remnants of redwood old growth forests. Improvements to the structure and vigor of the forest in the project area will help to provide connectivity between these two critical and disconnected habitats. Furthermore, numerous species rely on the existence of mature forests, particularly threatened and endangered species. These restoration efforts will improve the quality of habitat in the space between these two forests and will foster greater connectivity for the life supported by mature redwood forests.

Restoration Activities Include:

- Improvement of selected haul roads, skid roads and landings to gain access for restoration operations
- Road removal and out-sloping of logging roads and associated infrastructure (landings and skid roads)
- Removal, replacing, or upgrading drainage structures (e.g., culverts) at stream crossings and reestablishment of natural hydrological patterns
- Multi-year use road winterization
- Road Rocking

SECTION 2. 2025 SCOPE OF WORK

Redwoods Rising is a multi-decade restoration project and will be implemented with a phased approach.

Proposed scope for 2025 road activities in GMC:

- Road reoccupation
- Road removal
- Road construction
- Multi-year use road winterization and road rocking
- Drainage crossing replacements including drain swales, armored drain swales, drain lenses, rolling dips, and culvert replacements.
- Other road maintenance tasks as needed to access restoration sites

Description of Road Restoration Activities

As part of Redwoods Rising, roads, landings and skid roads will be removed to reduce future erosion and restore natural landforms and watershed systems. Many unmapped, abandoned roads exist within the project area, and in many cases, access to sites for forest thinning and final road removal will require the reoccupation of long-abandoned logging roads. In these cases, the contractor will be required to complete road improvements to access the restoration sites, perform the restoration activities, and finally remove the road. Most roads have been identified for either single season use or multi-season use. All multi-season crossings will need to meet 100-year flood discharge standards. The operational methods used in all units will be determined by Redwoods Rising representatives in coordination with the contractor. Contractors will be required to treat all roads designated by Redwoods Rising representatives within the bounds of the contract SOW.

Multi-year use road winterization involves removing inboard ditching and related cross drain culverts and replacing them with an outsloped road surface. Road surface reshaping is completed using a dozer or motor grader resulting in a uniform, free-draining surface. Road outsloping is the preferred treatment for road shaping; however, operational needs may dictate insloped or crowned profiles in specific circumstances. Drainage features such as drain swales, armored drain swales, drain lenses, and rolling dips will be installed at locations where natural topographic features support runoff. Small ephemeral stream crossings will be replaced with armored crossings and at larger stream crossings, culverts will be upgraded so they are properly sized and aligned to the channel. Any material deposited in an upstream alluvial wedge from the old drainage structure is removed to enable the new culvert to be placed on the natural stream channel gradient and elevation. The excavation is designed to match the slopes and banks upstream and downstream from the road crossing. Multi-layered rock slope protection (RSP) will be installed at culvert replacement sites for energy dissipators, inlet headwalls, and fillslope armoring to prevent erosion. Fail-safe dips will be constructed to eliminate diversion potential at stream crossings.

Road rocking will occur after reshaping and drainage upgrades are completed and will include installing a layer of subbase cobble-sized rock and compacting between lifts. Throughout the process, water will be applied as needed to maintain optimal moisture levels for compaction and to reduce dust emission.

Road removal involves excavating road fill from stream channels, pulling back side-cast road fill, decompacting road fill, retrieving debris from logging and other activities (culverts, cable, concrete foundations, etc.), and restoring the natural configuration of the land (ridges, stream valleys and swales). Trees and logs encountered during excavations will be spread over finished surfaces. The finished surfaces of all areas disturbed by the equipment shall be left in a manner suitable for re-establishment of native vegetation and trail construction. Reconstruction of failed sections of road is often necessary to access the road removal work sites.

The landforms in most areas to be treated will be fully restored. The final configuration of treated areas will range from complete restoration of the topography that existed prior to road construction, to a moderate reshaping of the road bench that will approximate the surface drainage patterns that existed prior to road construction.

Stream crossings will be excavated to original width, depth, and slope to expose natural channel armor and buried topsoil. Removal of roads and skid roads will include retrieval of fill material displaced during road construction. Sidecast fill material will be excavated along road benches to expose buried topsoil. Excavated material will be moved to stable locations, placed against cutbanks, and shaped to blend with the surrounding topography above and below the road to re-create the landforms that existed prior to road construction. If stable locations are not available locally, excavated material may need to be end-hauled to distant fill sites.

The size of excavations associated with this work can range from less than one hundred cubic yards to tens of thousands of cubic yards in volume. The moisture content, and type of material to be excavated can vary significantly from one work site to another. Ground conditions and material to be excavated can vary from dry to completely saturated. The type of material to be excavated can vary from fine-grained soil material to large concentrations and quantities of rock, boulders,

root wads, and sections of old growth trees. These variations in excavated material and ground conditions are inherent to the nature of this work.

The terrain in the project area can be steep, irregular, and vegetated with 25- to 90 -year-old second-growth Douglas-fir and coast redwood forest and old growth redwood forest. The nature of the work may require equipment to be used on steep terrain and in difficult working conditions. Equipment may be required to push fill material up steep inclines as well as shape and finish steep slopes. This will require the equipment to traverse, move around, and sit on steep slopes while performing the work. Access to some work sites, or portions of work sites, will require operator skill and dexterity to minimize access impacts over steep irregular ground. Large quantities of vegetation will be removed before and during excavation, stockpiled, and then spread over finished surfaces according to the post-excavation erosion control guidelines. Operator planning and forethought will be necessary to manage vegetation and excavated material efficiently.

To ensure that Redwoods Rising restoration goals are met, Redwoods Rising representatives may adjust specifications and excavation designs as excavations proceed, based on what is encountered, and the resources at risk. The designated Redwoods Rising Site Inspector must be present during all road removal excavations.

Contractors and equipment operators must be able to accurately interpret written and verbal excavation details as stated in the contract or given by the Redwoods Rising representatives. They must be able to visualize and plan all aspects of work required at each site to ensure that access is not cut off inadvertently or prematurely. Skill in operation and coordination of heavy equipment is necessary to ensure cost-effective restoration. Adverse impacts to park resources (e.g., natural ground surface, water quality, vegetation, wildlife habitat, etc.) must be minimized in accomplishing the required work. Direct adverse impact or damage to old growth trees must be avoided. Therefore, all operators will be required to meet the following minimum experience qualifications for the excavator or dozer:

- Minimum of 1,000 hours operating the type of equipment they are assigned to operate
- Minimum of 800 hours performing road removal (e.g., full fill recovery, stream crossing removal, and road outsloping [decommissioning])
- Minimum of 500 hours must be performed on steep terrain (slope greater than 40%)
- Required experience must have been performed operating equipment with a factory weight of 40,000 lbs. or greater
- Forest road construction, culvert installation, and stream habitat restoration do not qualify for the road removal experience requirement; however, may be used for meeting the minimum type of equipment and steep terrain requirements
- Road removal experience must include full fill recovery stream crossing removal or culvert replacement that included full fill recovery stream channel excavation, and road outsloping (decommissioning).

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Excavators for road removal must meet long track frame specification and have a hydraulic thumb capable of grasping small and large trees/brush and maintain grip while moving or swinging at full speed. Bulldozers for road removal must have at least a Semi-U blade or a full U-blade. Fee schedules in Attachment A should detail either make and model or size class of each piece of equipment proposed.

Road restoration treatments are designed with tentative grades which provide the basis for estimates of volumes to be excavated. As the work progresses, final grades and configuration of the excavation are determined by the Redwoods Rising representatives monitoring the excavation. The Redwoods Rising representatives may instruct the contractor to adjust the excavation's grade and alignment to preserve latent boundary conditions including original topsoil, natural channel armor, bedrock outcrops, or stumps in the growth position. It is extremely important not to remove or disturb these natural boundary features. In some locations, less than full landform restoration may be directed to preserve habitat that has developed since logging. The limits to excavations are marked in the field and cannot be exceeded without advance approval from the Redwoods Rising representatives.

Workday Schedule

All road operational hours will be 10-hour days, 5 days a week during daylight, Monday- Friday, excluding federal and state holidays. The 10-hour workday applies to production hours while equipment is actively working. Additional days may be worked with approval from the Field Operations Manager and availability of a Site Inspector.

Order of Operations

Redwoods Rising is planning multiple restoration and monitoring projects occurring in the GMC watershed that will overlap the normal season for roads operations. To facilitate basin-wide projects, the Contractor will coordinate with Redwoods Rising representatives regarding access routes to planned treatment areas and scheduling of tasks to accommodate forest restoration activities and other planned projects.

A requirement of the GMC project area is that the restoration activities need to be implemented across the landscape. Management units have been developed and identified to facilitate communication with operations. Treatments within each unit will vary based on stand conditions, topography, access, and landscape context. In general, the order of restoration activities within a given management unit that requires heavy equipment will occur as shown in Table 3.

Table 3. GMC order of restoration activities.

Order	Activity	Description
1	Site Access and Preparation	Maintain/Improve roads leading to the unit
		Maintain/Improve stream crossings to ensure roads leading to the unit are stable
2	Forest and Aquatic Restoration	Complete forest thinning treatment
		Stockpile large wood in staging locations (when applicable) and/or implement instream restoration
3	Road Removal or Maintenance Activities	Complete road and stream crossing removal activities
		Maintain roads to be retained and winterize.

Within the overall scope of work, contractors will be required to accomplish specific restoration tasks according to an agreed upon schedule at time of award.

Seasonal operating constraints at GMC for 2025 are:

- The Normal Operating Season (NOS) for heavy equipment runs from June 15th-October 15th. Permission to start as early as June 1 may be granted by regulatory agencies depending on weather conditions.
- After October 15th, heavy equipment operations may continue during periods of dry weather per NOAA's Fall Transition Season Precipitation and Hydrology Decision Support Service notifications.

SECTION 3. RFP DATA PACKAGE AND SITE ACCESS INFORMATION

Background material for this project, including existing planning and environmental compliance documents, management plans, maps, and site data is available.

Background and reference documents and data can be found on the NPS Integrated Resource Management Applications Data Store at: <https://irma.nps.gov/DataStore/Reference/Profile/2266527>

Important Background & Reference Documents & Data:

Draft CDPR North Coast Redwoods District Invasive Species Best Management Practices (within the Vegetation Management Plan [CDPR 2019a])

Georeferenced PDF overview maps and zoomed in maps of forest management units will be provided for printing or use on electronic devices prior to the start of work.

Site Access:

Contractors will be allowed access to project areas during the bid tour date.

SECTION 4. OVERVIEW OF CONTRACT STRUCTURE

The contract covers construction, improvement, and maintenance of roads necessary to access thinning units, and road removal services. If contractor meets or exceeds performance standards, there is an option of extending the contract the following year. If the contract is extended, work orders will be created for sets of road work units, with new work orders issued upon successful completion. The contract will describe rates for road work, and other tasks as described in Attachment A, with rates and terms to be renegotiated periodically. Labor estimates for the completion of work orders will be considered firm for the purposes of reconciliation, and contractor-proposed changes to work orders require approval by Redwoods Rising on a case-by-case basis.

SECTION 5. CONTRACTOR & PROPOSAL REQUIREMENTS

1. Statement of management approach (including description of ability to meet schedule and deliverables)
2. Required qualifications & capacity
 - a. California LTO License Preferred
 - b. Line of credit – appropriate for contract
 - c. Amount of existing commercial general liability insurance coverage The grantee shall procure and maintain insurance, as specified in this section, against claims for injuries to persons and damage to property that may arise from or in connection with any activities of the grantee or its agents, representatives, employees, contractors, or volunteers associated with the project undertaken pursuant to this agreement.
Minimum Scope of Insurance. Coverage shall be at least as broad as:
 - a. Insurance Services Office (“ISO”) Commercial General Liability coverage,

occurrence basis (Form CG 00 01) or comparable.

b. Automobile Liability coverage: ISO Form Number CA 0001, Code 1 (any auto).

c. Workers' Compensation insurance as required by the Labor Code of the State of California, and Employer's Liability insurance.

Minimum Limits of Insurance. The grantee shall maintain coverage limits no less than:

a. General Liability:

(Including operations, products and completed operations, as applicable)

\$2,000,000 per occurrence for bodily injury, personal injury and property damage. If Commercial General Liability Insurance or other form with a general aggregate limit is used, either the general aggregate limit shall apply separately to the activities under this agreement, or the general aggregate limit shall be twice the required occurrence limit.

b. Automobile Liability: \$1,000,000 per accident for bodily injury and property damage.

c. Worker's Compensation and Employer's Liability

Worker's compensation as required by law and Employer's Liability of no less than \$1,000,000 per accident for bodily injury or disease.

3. Relevant project examples and references
4. Proposed subcontractors and additional expertise
5. Description of equipment owned or under contract, describing all costs associated with the contract (complete Attachment A) hourly rates for equipment are based upon a 10-hour day with overtime included in the hourly rate.
6. Operator costs and documentation must meet prevailing wage requirements for covered workers
7. Complete the Contractor Experience Form (complete Attachment B)
8. Safety Plan

There is no fixed page limit for proposals or technical attachments, but respondents are encouraged to be concise.

SECTION 6. CONTRACTOR SELECTION

The proposals meeting the minimum qualifications set forth above will be evaluated. All relevant criteria including the following will be used to make the final selection:

- Demonstrated experience in delivering high-quality work that will achieve the project's ecological goals
- Demonstrated experience meeting project timeline and schedule of completion
- Demonstrated experience providing restoration services in an efficient and cost-effective way
- Demonstrated experience to employ a local labor force
- Adequate project equipment and rates provided in Attachments A and B
- Favorable reference checks

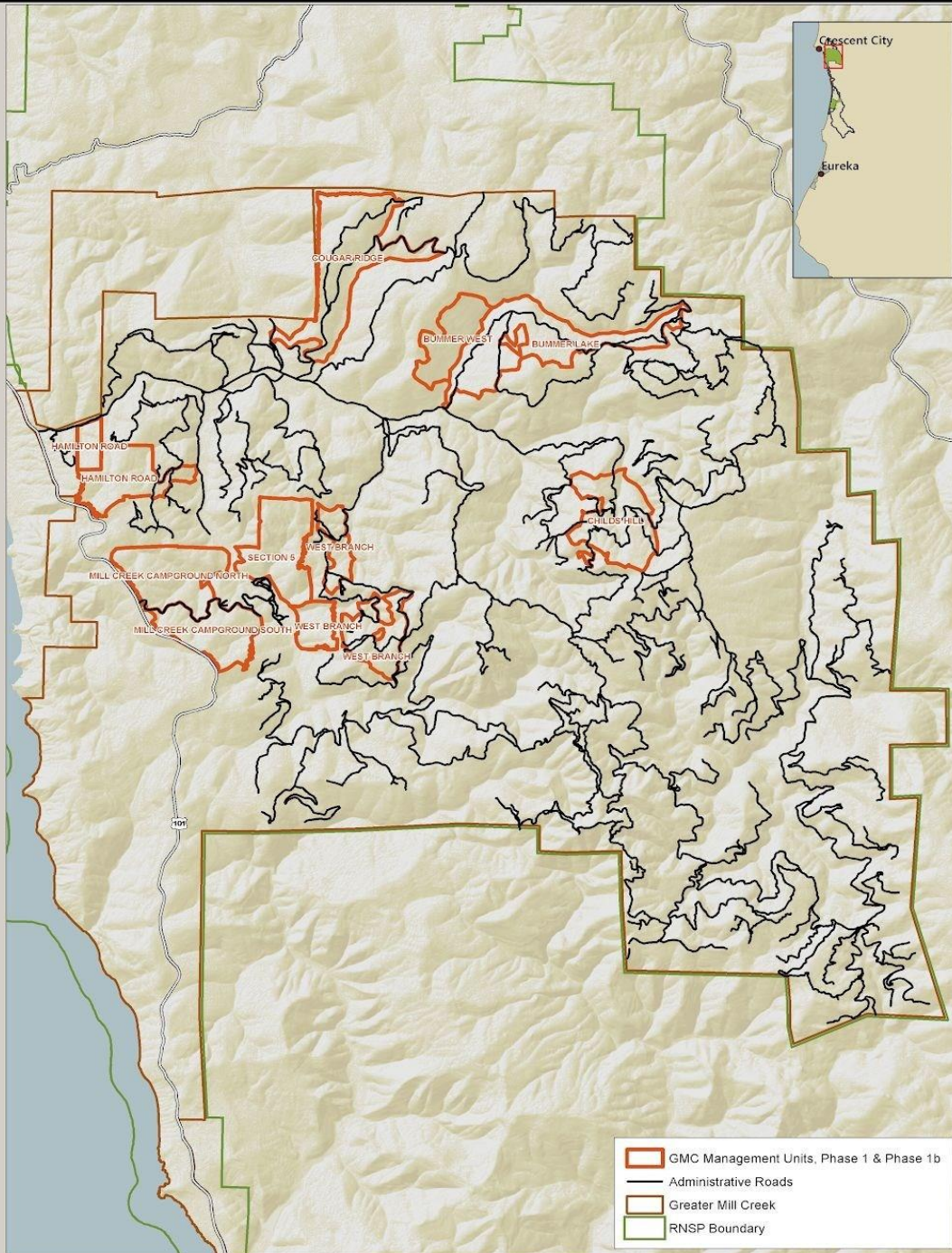
The contractor selected will be provided with a draft contract for review and negotiation prior to

finalization by end of March.

SECTION 7. TIMING OF SELECTION PROCESS

(Dates subject to change)

February 13, 2025	Roads Field Tour at GMC Meet at Hamilton Road Gate at 9 am.
February 18, 2025	Questions about RFP must be submitted to Spencer Stiff at sstiff@savetheredwoods.org
February 24, 2025	A consolidated response to all questions will be emailed to interested firms
February 27, 2025	Proposals submitted to Spencer Stiff; sstiff@savetheredwoods.org
March 12, 2025	Contractor selected and notified



Greater Mill Creek Project Area



Figure 1. GMC overview map.

ATTACHMENT A

Road Improvements/ Winterization: List all that apply

Dozer Model/Year	Weight (min 30,000lbs)	Hourly rate w/operator
Excavator Model/Year	Weight (min 30,000lbs)	Hourly rate w/operator
Compactor for culvert installation (hand operated or equipment mounted)		Hourly rate w/operator
Water Truck Model/Year	Capacity Gallons	Hourly rate w/operator
10 Wheel Dump truck Model/Year		Hourly rate w/operator
End Dump with Truck		Hourly rate w/operator
Front End Loader Model/Year (owned or rental)	Weight (min 35,000lbs)	Hourly rate w/operator
Gas Powered Pumps		Hourly rate w/operator
Vibratory Roller	Weight (min 30,000lbs)	Hourly rate w/operator
Timber Faller		Hourly rate w/saw

Pickup truck with trailer		Hourly rate w/operator
Labor/ Flagger		hourly rate
Foreman Planning		hourly rate

**Road Removal/ Reoccupation: 1 Dozer, 1
Excavators, 1 Haul Truck**

Dozer Model/Year (owned or rental)	Weight (min 40,000lbs)	Hourly rate w/operator
Excavator Model/Year (owned or rental)	Weight (min 60,000lbs)	Hourly rate w/operator
Off HI way Haul Truck Model/Year (owned or rental)	30-ton minimum Payload	Hourly rate w/operator

Attachment B

A

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OPERATOR WATERSHED REHABILITATION EXPERIENCE

This contract requires a minimum number of hours operating the type of equipment listed below and a minimum number of hours performing road removal and watershed rehabilitation in steep mountainous terrain. Refer to the Scope of Work section for the required number of hours. **FILL THIS FROM OUT COMPLETELY AND CONFIRM ADDRESSES AND PHONE NUMBERS. ANY INFORMATION LEFT BLANK OR OUT-DATED CONTACT INFORMATION MAY RESULT IN DISQUALIFICATION OF CONTRACT BID.**

Equipment type (dozer, excavator, etc.): _____

Size class (in thousands of pounds): _____

Operator name: _____ Phone number: _____

Operator address: _____

Note: Name listed for each reference should include agency, group, or individuals for whom rehabilitation work was performed. Current phone number must be listed for project supervisors (or other person) familiar with the day-to-day equipment operation and the project's outcome.

Reference #1

Name: _____ Begin Date: _____ End Date: _____

Address: _____ Hours per day: _____

_____ Project Supervisor: _____

Phone: _____

Brief description of work:

Reference #2

Name: _____ Begin Date: _____ End Date: _____

Address: _____ Hours per day: _____

_____ Project Supervisor: _____

Phone: _____

Brief description of work:

OPERATOR WATERSHED REHABILITATION EXPERIENCE, continued
(copy and use as many sheets as necessary to document experience)

Reference # _____

Name: _____

Begin date: _____ End date: _____

Address: _____

Hours per day: _____

Project supervisor: _____

Phone: _____

Brief description of work:

Reference # _____

Name: _____

Begin date: _____ End date: _____

Address: _____

Hours per day: _____

Project supervisor: _____

Phone: _____

Brief description of work:

Reference # _____

Name: _____

Begin date: _____ End date: _____

Address: _____

Hours per day: _____

Project supervisor: _____

Phone: _____

Brief description of work: