



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

December 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 **two years of work of roadwork operations** with the potential to extend beyond two years if performance is acceptable. Competitive proposals will assure high quality and timely work and transparency in practices and accounting, employ local labor where possible, and demonstrate commitment to long-term stewardship. **Please be aware this is a public works project subject to federal Davis-Bacon Act and California prevailing wage requirements.** All contractors and subcontractors must be registered with the California Department of Industrial Relations (DIR) and must be paid no less than the higher of the federal or state prevailing wage rates for each trade classification. Certified payroll reporting and full compliance with all applicable federal and state labor standards are required. Failure to comply may result in withholding of payments, contract termination, or debarment.

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 Park. 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 commercial-scale logging, including eroding roads, degraded streams, and unnaturally dense forest stands. The parks' diverse landscape supports a wide variety of habitats and ecosystems (e.g., coastal dune/scrub, forest, woodland, grassland) and essential habitat for threatened, endangered, and special status species such as marbled murrelet, northern spotted owl, and salmonids, including coho salmon, Chinook salmon, and steelhead trout. The region also has a rich history of land use and active stewardship by local Indigenous 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 removal and stream crossing removal. Road improvements include brushing, resurfacing, and watercourse crossing repair and replacement.

Greater Prairie Creek Project Area

The Greater Prairie Creek (GPC) watershed includes land within Prairie Creek Redwoods State Park and Redwood National Park (Figure 1). The lower Prairie Creek watershed was extensively logged from the 1930s until the expansion of Redwood National Park in the late 1970s. These stands have been unmanaged since the 1970s and consist of unnaturally dense forests where growth is hindered, species composition has been shifted, and habitat quality is low — especially for threatened and endangered fish and wildlife species.

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 old-growth redwood 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. These restoration efforts will also improve the quality of habitat in the space between these two old-growth stands for the benefit of the life, and especially threatened and endangered species, which rely on mature redwoods forests.

Restoration Activities Include:

- Improvement of selected haul roads, skid roads and landings to gain access for forestry 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) from stream crossings and re-establishment of natural hydrological patterns
- Multi-year use road winterization

SECTION 2. 2026 SCOPE OF WORK

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

Proposed Scope for 2026 Road Activities in GPC:

- Approximately 6 miles of known road removal
- Road reoccupation
- Culvert and spittler replacements
- Other road maintenance tasks as needed to access restoration sites
- road winterization
- Repair localized hydrology by removing sediment associated by roads and crossings

Description of Road Access and Removal

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 improvement 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- 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.

This project 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 the 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 their 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 recreate 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 between work sites. 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 50-year-old second-growth Sitka spruce, Douglas-fir, and coast redwood forest, as well as 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.

Contractors and equipment operators must be able to accurately interpret written and verbal excavation details as stated in the contract, operator handbook, 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. Contractors must be able follow all National Park Service guidance, law, and policy as outlined by existing compliance for the project. 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 road removal operators will be required to meet the following minimum experience qualifications:

- 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 outsliping [decommissioning])
 - Forest road construction, culvert installation, and stream habitat restoration qualify for this experience requirement
 - Road removal experience must include full fill recovery stream crossing removal or culvert replacement that included full fill recovery stream channel excavation, and road outsliping (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

Excavators must meet long track frame specifications and have a hydraulic thumb capable of grasping small and large trees/brush and maintain grip while moving or swinging at full speed. Bulldozers 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, and we expect to see an appropriate range of equipment sizes for road removal equipment.

Operational hours will be 10–12 hours, 5 days per week during daylight, Monday–Friday, excluding federal and state holidays. The 10–12-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.

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.

Order of Operations

The restoration activities in the GPC project area must be implemented following a roadshed approach (i.e., road flow from secondary roads to primary roads). Specifically, the most distant areas within a roadshed will be treated first, and restoration activities will progress back towards the direction of the entry point. Management units have been developed and numbered to facilitate this approach. 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 1.

Table 1. GPC order of restoration activities.

Order	Activity	Description
1	Site Access and Preparation	Maintain roads leading to the unit
		Maintain 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 GPC for 2026 are:

- The Normal Operating Season (NOS) for heavy equipment runs from June 15th–October 15th.
- 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. In the absence of this notification, the only restoration activities permitted are lop and scatter operations and tree falling in cable yarding units.
- Use of Davison Road for restoration activities will be very limited, and main egress and ingress routes for contractors will be on roads closed to the public, behind locked gates.
- There are currently no water drafting sites available on-site; water is available for purchase by the contractor from the Orick Community Service District.

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 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])
- Invasive Plant Management Plan for Redwood National Park (NPS 2017) ISND/EA for GPC and GMC (2019) *at link above*
- GPC Operational Handbook

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

Site Access:

Contractors will be allowed access to project areas during the proposal/bid development period (December 20th–January 10th). Vehicular access is only permitted on rocky roads. The project area requires use of non-public, gated roads within Redwood National and State Parks (RNSP) and has little to no cellular phone reception and limited radio transmission. To acquire the combination code for these gates and access passes, respondents must contact the following points of contact (POCs):

- Thomas Nolan, 707-834-7716, tnolan@savetheredwoods.org
- If Thomas Nolan is not available, contact Evan Laughlin at 703-946-8512 or evan_laughlin@nps.gov.

Vehicle access permits will be issued with combinations. While in the project areas, contractors will be required to post the vehicle access permit on the vehicle's dashboard.

Vehicle access permit rules include:

- 15mph speed limit on all gated roads
- Leave no trace food and garbage policy in the park
- Dogs are not allowed

When accessing project areas, the contractor party must notify the POC with the location, dates, and times they will be accessing those locations, and provide all vehicle information. The respondent will also be responsible for checking out with the POC by 7:00pm each day. The POC will be required to notify RNSP law enforcement of the planned access and provide the parties' vehicle make/model and license plate numbers to law enforcement officers. The POC will also be required to coordinate with and notify other RNSP staff who may be working in those same areas. If the POC does not receive notification of safe egress from a project area before 9:00pm, the contractor party will be assumed to need emergency assistance and the POC will notify RNSP law enforcement.

SECTION 4. OVERVIEW OF CONTRACT STRUCTURE

The contract covers construction, improvement, and maintenance of roads necessary to access thinning units, as well as road removal services. If contractor meets or exceeds performance standards, there is an option of extending the contract beyond 2 years. 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 roadwork, 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 will 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), proposed work plan and schedule
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.
3. Contractor shall maintain coverage limits no less than:
 - a. Worker's Compensation Insurance and Employer's Liability Insurance. Coverage of no less than \$1,000,000 (minimum per each accident for bodily injury or disease).
 - b. Commercial General Liability Insurance. Coverage of no less than \$2,000,000 (minimum per occurrence) and \$4,000,000 aggregate.
 - c. Automobile Liability Insurance. Including Contractor owned, non-owned and hired vehicles: Coverage of no less than \$1,000,000 per accident for bodily injury and property damage.
 - d. Professional Liability Insurance (Errors & Omissions). This requirement shall apply only if Contractor is a licensed professional performing service that customarily require professional liability coverage. In such cases, Contractor shall maintain insurance covering professional acts, errors, and omissions in an amount not less than \$2,000,000 per occurrence and \$2,000,000 aggregate, as appropriate to Contractor's profession.
 - e. Workers' Compensation. Contractor shall provide Workers' Compensation Insurance and Employer's Liability Insurance for any and all persons employed directly or indirectly by Contractor as required by the State of California Labor Code. The Workers' Compensation policy shall be endorsed with a waiver of subrogation in favor of the League for all Work performed by Contractor, its employees, agents, and subcontractors
 - f. General. Contractor shall maintain said insurance policies, coverages and amounts for the duration of the entire Contract Term. Each policy shall provide combined single limit coverage for risks associated with the Work contemplated by this Contract. Such coverage shall include protection against claims arising from bodily injury, personal injury (including death), and property damage resulting from activities performed under this Contract. This includes, but is not limited to, claims arising from completed work or operations, parts or equipment furnished in connection with the work or operations, and the use of hired, owned, and non-owned automobiles. No endorsement shall be attached, limiting the coverage. When applicable, a copy of the claim reporting requirements must be submitted to

the League prior to the commencement of any Work under this Contract.

4. Relevant project examples and references
5. Proposed subcontractors and additional expertise
6. Description of equipment owned or under contract, describing all costs associated with the contract (complete Attachment A)
7. Operator costs and documentation must meet prevailing wage requirements for covered workers
8. Complete the Contractor Experience Form (complete Attachment B)
9. 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 employing a local labor force
- Adequate project equipment and rates provided in Attachments A and B
- Favorable reference checks

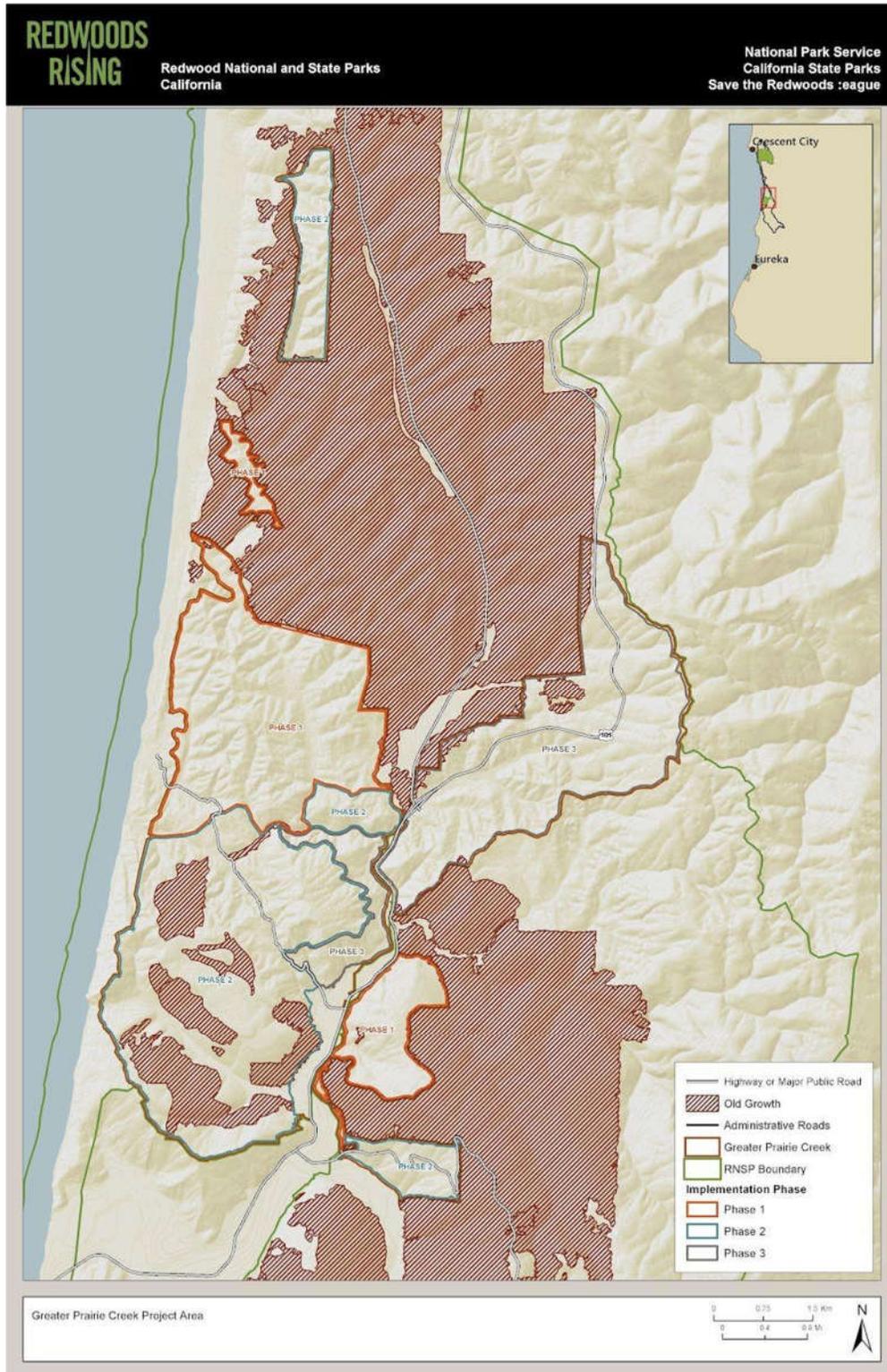
The contractor selected will be provided with a draft contract for review and negotiation prior to finalization by end of January.

SECTION 7. TIMING OF SELECTION PROCESS

(Dates subject to change)

December 16, 2025	Roads Field Tour at GPC. Meet at Southern Operation Center parking lot at 9:00 AM. Field tour is encouraged but not required to submit a formal bid. GPC field tour location address: 121200 US-101, Orick, CA 95555
January 5, 2026	Questions about RFP must be submitted to Spencer Stiff at sstiff@savetheredwoods.org
January 9, 2026	A consolidated response to all questions will be emailed to interested firms
January 15, 2026	Proposals submitted to Spencer Stiff ; sstiff@savetheredwoods.org
January 30, 2026	Contractor selected and notified

Figure 1. GPC overview map.



ATTACHMENT A

Road Opening/ Winterization: List all that apply

Dozer Model/Year	Weight (min 30,000lbs)	8 hr. rate w/operator	OT (1.5x) rate w/operator	Double (2x) rate w/ operator
Excavator Model/Year	Weight (min 30,000lbs)	8 hr. rate w/operator	OT (1.5x) rate w/operator	Double (2x) rate w/ operator
Masticator Model/Year		8 hr. rate w/operator	OT (1.5x) rate w/operator	Double (2x) rate w/ operator
Water Truck Model/Year	Capacity Gallons	8 hr. rate w/operator	OT (1.5x) rate w/operator	Double (2x) rate w/ operator
10 Wheel Dump truck Model/Year		8 hr. rate w/operator	OT (1.5x) rate w/operator	Double (2x) rate w/ operator
End Dump with Truck		8 hr. rate w/operator	OT (1.5x) rate w/operator	Double (2x) rate w/ operator
Front End Loader Model/Year (owned or rental)	Weight (min 35,000lbs)	8 hr. rate w/operator	OT (1.5x) rate w/operator	Double (2x) rate w/ operator
Timber Faller		8 hr. rate w/operator	OT (1.5x) rate w/operator	Double (2x) rate w/ operator
Pickup truck with trailer		8 hr. rate w/operator	OT (1.5x) rate w/operator	Double (2x) rate w/

				operator
Labor/ Flagger		8 hr. rate	OT (1.5x) rate w/operator	Double (2x) rate w/operator
Foreman Planning		8 hr. rate	OT (1.5x) rate w/operator	Double (2x) rate w/operator
Large Water pump rate without operator		hourly. rate		
Small Water pump rate without operator		hourly. rate		

Road Removal: 1 Dozers, 1 Excavators, 1 Haul Trucks

Dozer Model/Year (owned or rental)	Weight (min 40,000lbs)	8 hr. rate w/operator	OT (1.5x) rate w/operator	Double (2x) rate w/operator
Excavator Model/Year (owned or rental)	Weight (min 60,000lbs)	8 hr. rate w/operator	OT (1.5x) rate w/operator	Double (2x) rate w/operator
Off HI way Haul Truck Model/Year (owned or rental)	30-ton minimum Payload	8 hr. rate w/operator	OT (1.5x) rate w/operator	Double (2x) rate w/operator