



Colville Confederated Tribes

P.O. Box 150, Nespelem, WA 99155

Request for Proposals to conduct “road decommission” within Omak Creek Watershed

General Information

Posted Date:	September 6, 2005
Closing Date:	September 27, 2005
Bid Opening Date:	September 29, 2005 @ 2:00 p.m. at the Fish & Wildlife office in Omak
Contracting Office Address:	Colville Confederated Tribes P.O. Box 150 Nespelem, WA 99155

DESCRIPTION

The Confederated Tribes of the Colville Reservation is a Sovereign Nation. Presidential Executive Order established the Colville Indian Reservation in 1872, with a land base of 1.4 million acres, located in North Central Washington State. The Administrative Headquarters are located at the Colville Indian Agency Campus, approximately 2 miles south of Nespelem, WA.

The Colville Confederated Tribes (CCT) are requesting proposals from individuals or contractors who have proven experience decommissioning roads, removing culverts and shaping stream channels to increase bank stability. The Colville Confederated Tribes intends to award a firm, a contract not to exceed \$32,000 to decommission 12.4 miles of road, remove culverts within designated road sections and construct tank traps at the entrance and exit of decommissioned road sections.

BACKGROUND

Omak Creek has cultural significance to the Colville Confederated Tribes. Omak Creek was a stream where historically native people fished for salmon and steelhead. Currently, Omak Creek is inhabited by summer steelhead, a species that is listed as “endangered” under the Endangered Species Act (ESA).

During 1995 the Natural Resources Conservation Service and the Colville Confederated Tribes developed the Omak Creek Watershed Plan/Environmental

Assessment. Based upon the assessment, several impairments to water quality and fish habitat were identified within the Omak Creek Watershed. One deficiency directed towards water quality and fisheries resources was accelerated sediment yield from uplands and along the stream banks. Roads were identified as a significant source of fine sediment ($< \frac{1}{4}$ " dia.) and contributed to embeddedness (volume of fine sediment) within the Omak Creek basin waterways.

An extensive road transportation system (900 miles) exists throughout the Omak Creek Watershed. The road system was determined from ortho-photographs and may not include the total linear distance of roads. Even so, using 900 miles, the result is a road density 6.35 miles/sq. mile within the watershed. More recent road inventories conducted during 2004 resulted in a road density of 5.6 miles/sq. mile. Even so, road densities of 4.0 miles/square mile have been found to produce sediment more than four times the natural erosion rate (Cederholm 1981). Current road densities within the watershed greatly exceed the National Marine Fisheries Service (NMFS) guideline of road density < 2 miles/square mile.

PROJECT SITE

The selected road sections to be decommissioned within the Omak Creek watershed have a total distance of 12.4 miles and are identified in yellow in Figure 1.

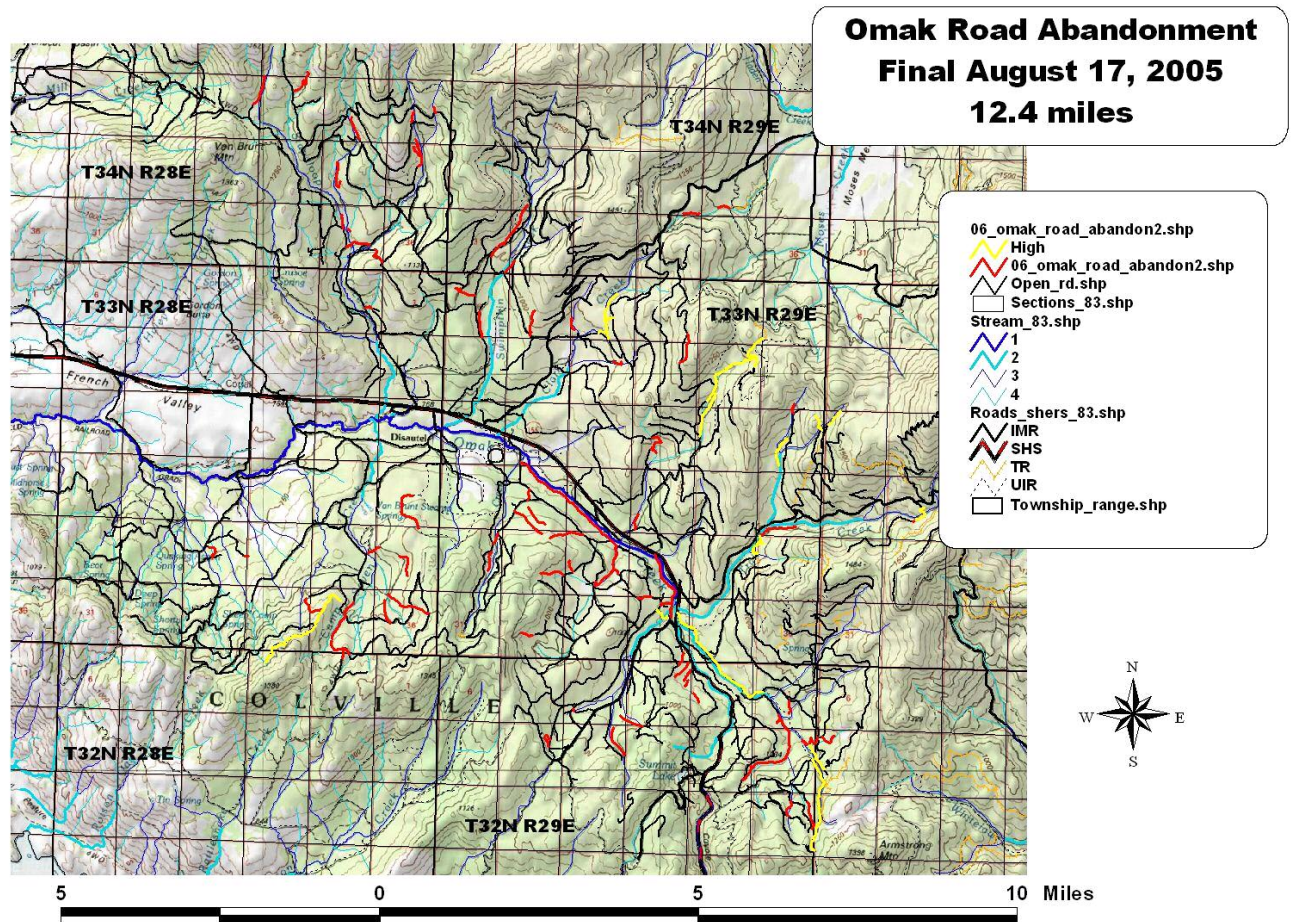


Figure 1. Map of Omak Creek and selected roads for decommissioning (identified in yellow).

PROJECT DESCRIPTION:

In an effort to reduce sediment sources, 12.4 miles within the Omak Creek Watershed have been identified to be decommissioned (see map). Roads to be decommissioned were selected upon location, currently impacting aquatic resources, potential high risk to aquatic resources and roads that were ineffective or unnecessary for successful resource management. Overall, the reduction of road density and the removal of road sections which contribute to the excessive amount of fine sediment will allow Trail Creek and connected tributaries to return to a more natural sediment budget (transported in = transported out). Therefore reducing the drainage network will improve instream habitat conditions by reducing sediment yield, embeddedness, width/depth ratio, and increasing pool frequency and quality pools (> 1 m depth).

Road decommissioning is defined as to consist of breaking the impervious layer of the

roadbed to allow infiltration and return the hydrological function of that area to a state which mimics more natural conditions. The breaking of the roadbed would be accomplished by heavy equipment with prongs. Ripping should be done at a depth of at least 18". Road sections will be ripped twice (once on entry and once on exit) creating at least 4 furrows. At site specific areas (to be determined on the ground) construction of water bars or re-contouring the road prism to a similar slope of the adjacent hillside may be required. Upon completion of ripping, the roadbed will be seeded (not by contractor), to increase infiltration, reduce surface erosion and accelerate the establishment of vegetation.

Road decommissioning will also include the removal of drainage control structures. This will greatly reduce the risk of culverts becoming plugged, the road over-topped and large source of sediment delivered to the stream.

As much fill as possible will be removed before removing the culvert. This reduces the volume of fine sediment that can be entrained by the stream. The fill will be broadcast at a minimum of 50 feet away from the stream channel. Culvert sections are not required to be saved and can be salvaged by the contractor. Culvert sections that are not salvaged will be disposed at a proper site at the responsibility of the contractor. Where culverts are removed banks will be sloped at a 3:1.

Enclosed is a map identifying the location of the project area and the road sections to be decommissioned. Overall, there are approximately 12.4 miles of roadbed to be ripped to a depth of at least 18".

Tank traps will be constructed upon completion of road ripping. Tank traps will be constructed at the former entrance and exit of the decommissioned road. Tank traps will be constructed as to effectively exclude automobile traffic.

Work may begin no sooner than October 1, 2005, and will be contingent upon completion of contract requirements. The contractor, prior to initiating this project, will contact and Christopher Fisher (509) 422-7427, regarding coordination with potential ongoing forestry management and proper methods for road ripping.

The Colville Confederated Tribes Fish & Wildlife Department are requesting a bid to adequately perform road decommissioning at the identified roads and culvert removal as described within the scope of work and illustrated on the attached map. Also include in the bid the cost for equipment mobilization. The contractor will be required to fuel the equipment.

CONTRACTING ITEMS

Safety

All applicable regulations pertaining to safety, the Contract Manager shall strictly adhere

to including Tribal Occupational Safety and Health Act (TOSHA) standards and regulations. Particular care shall be exercised regarding the operation of vehicle and other equipment on the site. The contractor, as required, shall provide safety equipment.

Worker Compensation

Because this project will be constructed using federal funds Davis/Beacon wages will apply, therefore proposals should reflect these costs.

Vacating Work Area

During exercises, natural disaster, national emergencies, or for security reasons, the contractor may be required to vacate work areas.

Work Schedule

It is preferred that the contractor work 8 hour days. It is anticipated that decommissioning of roads could begin as early as October 1, 2005, pending authorization from regulatory agencies and Tribal departments. If the contractor desires to work during periods other than above, he or she must notify the Contracting Officer, or designated representative.

Start of Work

The date for actual start of work will be coordinated between the Contracting Officer and the Contracting Officer Representative.

Insurance

The Contractor shall carry workers compensation and general liability insurance.

SELECTION PROCESS

A selection of one or more respondents for the services specified herein will be made following procedures using competitive sealed proposals. Respondents will be asked to submit proposals, including budgets, by the close of business (4:00 p.m.) on September 27, 2005. Proposals will be opened publicly to identify the names of the Respondents, and the monetary proposals. Other contents of the proposals will be afforded security sufficient to preclude disclosure of the contents of the proposal prior to selection. Within 7 days after the date of opening the proposals, The Colville Confederated Tribes will evaluate and rank each proposal. After opening and ranking, a selection may be made on the basis of the proposals initially submitted, without discussion, clarification or modification, or, the Colville Confederated Tribes may discuss with the selected

Respondent offers for cost reduction and other elements of the Respondent's proposal. If the Colville Confederated Tribes determines that it is unable to reach a contract satisfactory to the Colville Confederated Tribes with the selected Respondent, then the Colville Tribe will terminate discussions with the selected Respondent and proceed to the next Respondent in order of selection ranking until a contract is reached or The Colville Tribe has rejected all proposals. The Colville Confederated Tribes may not disclose any information derived from the proposals submitted from competing offers in conducting such discussions. The Colville Confederated Tribes reserves the right to award a Contract for all or any portion of the requirements proposed by reason of this request, award multiple Contracts, or to reject any and all proposals if deemed to be in the best interests of the Colville Confederated Tribes and to re-solicit for proposals, or to reject any and all proposals if deemed to be in the best interests of the Colville Confederated Tribes and to temporarily or permanently abandon the procurement. If the Colville Confederated Tribes award a contract, it will award the contract to the offeror or offerors whose proposal is the most advantageous to the Colville Confederated Tribes and offers the best value, considering price and the evaluation factors set forth in the RFP. The contract file must state in writing the basis upon which the award is made.

All responsive proposals will be opened, reviewed and rated based upon the following evaluation factors:

- Key personnel, qualifications and time allocated to this project
- Experience and/or past performance to include references
- Proposed Statement of Work
- Estimated Price
- Tribal Employment Rights Ordinance (TERO) Requirements

Furthermore, the selected firm will be responsible for the following:

1. Meeting with Tribal Fish & Wildlife staff to identify road sections prior to decommissioning.

All respondents will provide a detailed budget for road decommissioning including operator and equipment (hourly rate), mobilization and total cost.

Project construction, pending authorization by regulatory agencies, is likely to begin during October 2005 and completed no later than November 10, 2005.

INSTRUCTIONS FOR SUBMITTAL

The Colville Confederated Tribes will not provide compensation to Respondents for any expenses incurred by the Respondent(s) for submittal preparation or for any demonstrations that may be made, unless otherwise expressly stated or required by law.

Each submittal should be prepared simply and economically, providing a straightforward,

concise description of your firm's ability to meet the requirements of this RFP. Emphasis should be on completeness, clarity of content and description of experience, responsiveness to the requirements, and an understanding of the Colville Confederated Tribes needs.

The Colville Confederated Tribes makes no guarantee that an award will be made as a result of this RFP, and reserves the right to accept or reject any or all submittals, waive any formalities or minor technical inconsistencies, or delete any item/requirements from this RFP or contract when deemed to be in the Colville Confederated Tribes best interest. Representations made within the qualifications submittal and any subsequent proposal will be binding on responding firms. The Colville Confederated Tribes will not be bound to act by any previous communication or submittal submitted by the firms other than this RFP.

Respondents must complete and sign their proposal response. Respondent's company official(s) authorized to commit such proposals must sign the proposal. Failure to sign the proposal will subject your proposal to disqualification.

CONDITIONS OF PROJECT

Please understand the following mitigation measures will likely be required but not limited too the following:

1. Removal of culverts should occur with minimal amount of road prism material deposited in the stream channel (within the ordinary high water mark).
2. During high-water conditions in-stream construction activity will cease until normal stream flow conditions return.
3. During removal of a culvert, all road fill material topping and surrounding the culvert will be removed prior to extraction.
4. A silt-fence may be required at a culvert removal site, as determined by Fish and Wildlife staff.
5. All unconsolidated material will be removed upon completion of removing the culvert.
6. All heavy machinery used on this project will be free of grease and no oil leaks.
7. All heavy machinery will have an emergency spill kit.
8. All fueling of heavy machinery will occur at a designated location well away from the active stream channel.
9. All fuel will be stored at designated fuel locations.
10. Road decommissioning may include construction of water bars or site specific re-contouring.

Experience

11. Individuals or respondents should describe their experience/knowledge in road

decommissioning, culvert removal/replacement, and stream channel shaping. Furthermore, individuals or respondents should describe past experiences, which display their timeliness of job completion.

Page Size, Binders and Dividers

Submittals must be printed on letter-size (8-1/2" x 11") paper. The Colville Confederated Tribes requests that submittals be bound. Preprinted material should be referenced in the submittal and included as labeled attachments. Tabs for ease of reference should divide sections. Number each side of each page consecutively, including letter of interest, brochures, licenses, resumes, supplemental information, etc. Submittals must be limited to 10 pages. Covers, table of contents and divider tabs will not count as pages, provided no additional information is included on those pages. **Any submittals exceeding the 10-page limit will be disqualified.**

Pagination

All pages of the proposal should be numbered sequentially in Arabic numerals (1, 2, 3, etc.) Attachments should be numbered or referenced separately.

Number of Copies

Submit a total of three (3) complete copies of the entire response. An original signature must appear on a letter that provides for an execution of the offer of at least one (1) copy submitted.

Submission

Three (3) identical copies of the proposal including any supplemental printed material referenced with the RFP, must be submitted and received at the Colville Confederated Tribes Fish and Wildlife Office in Omak on or before 4:00 p.m., September 27, 2005 and delivered to:

CCT – Fish & Wildlife
Attn: Christopher J. Fisher
23 Brooks Tracts Road
Omak, WA 98841
Phone: (509) 422-7427

The materials submitted must be enclosed in a sealed envelope (box or container); the package must show clearly the submittal deadline; the RFP title must be clearly visible; and name and the return address of the Respondent must be clearly visible.

Late proposals properly identified will be returned to Respondent unopened. Late proposals will not be considered under any circumstances. Telephone or Facsimile

("FAX") proposals are not acceptable when in response to this request. Failure to comply with the requirements contained in this request may result in the rejection of your proposal.