

**Demolition of Infrastructure and Vegetation Removal at Midewin National Tallgrass Prairie  
Statement of Work and Request for Proposals  
RFP Revision: February 17, 2020**

**Background and Statement of Work:** In 1993, the U.S. Army declared a 23,000-acre parcel of land they managed in northeastern Illinois – once the site of a busy munitions plant – surplus and released it. A local, grassroots effort resulted in an Act of Congress to transfer over 19,000 acres of the site from the U.S. Army to the U.S. Department of Agriculture Forest Service, officially creating the Midewin National Tallgrass Prairie (MNTP). As the largest single parcel of protected open space in northeastern Illinois, Midewin National Tallgrass Prairie plays an essential role in restoring a piece of ground back to the splendor of a blooming native tallgrass prairie ecosystem.

The National Forest Foundation, the Wetlands Initiative, and MNTP are working together in a long-term partnership to restore the area known as the Glacial Plain Prairie. When complete, this restoration will link together several ongoing restoration projects and many native prairie/wetland remnants, increasing habitat connectivity for grassland wildlife. The Glacial Plain Prairie is located on the western portion of MNTP and covers approximately 1,900 acres. During Army management, this area consisted of a TNT storage area, roads and rail lines servicing the TNT storage area, an ash pile, perimeter fencing and security roads, and buffer lands. This Request for Proposals is for the removal of trees and shrubs and for demolition and removal of infrastructure.

### **General Specifications**

Description of Work – This Request for Proposals (RFP) is for restoration services related to the removal of various types of infrastructure and restoration of the impacted work zones. Trees and shrubs will have to be removed from within the work zone in order to complete the infrastructure removal and meet finish grade. This RFP offers bidders the opportunity to submit a proposal for the tree and shrub removal, the demolition and removal of infrastructure, or both. Specifically, the work includes:

#### Option A: Tree and Shrub Removal

- 1) Cutting of trees and shrubs at or below finish grade from the work areas in order to remove infrastructure and grade each zone properly.
- 2) Chipping and removal of larger trees in the work areas from MNTP. Shrubs and smaller trees may be masticated with a Fecon head or similar equipment. Woody removal work must be concluded prior to April 15, 2020 (preferred) or begin after August 15, 2020 to comply with MNTP regulations.

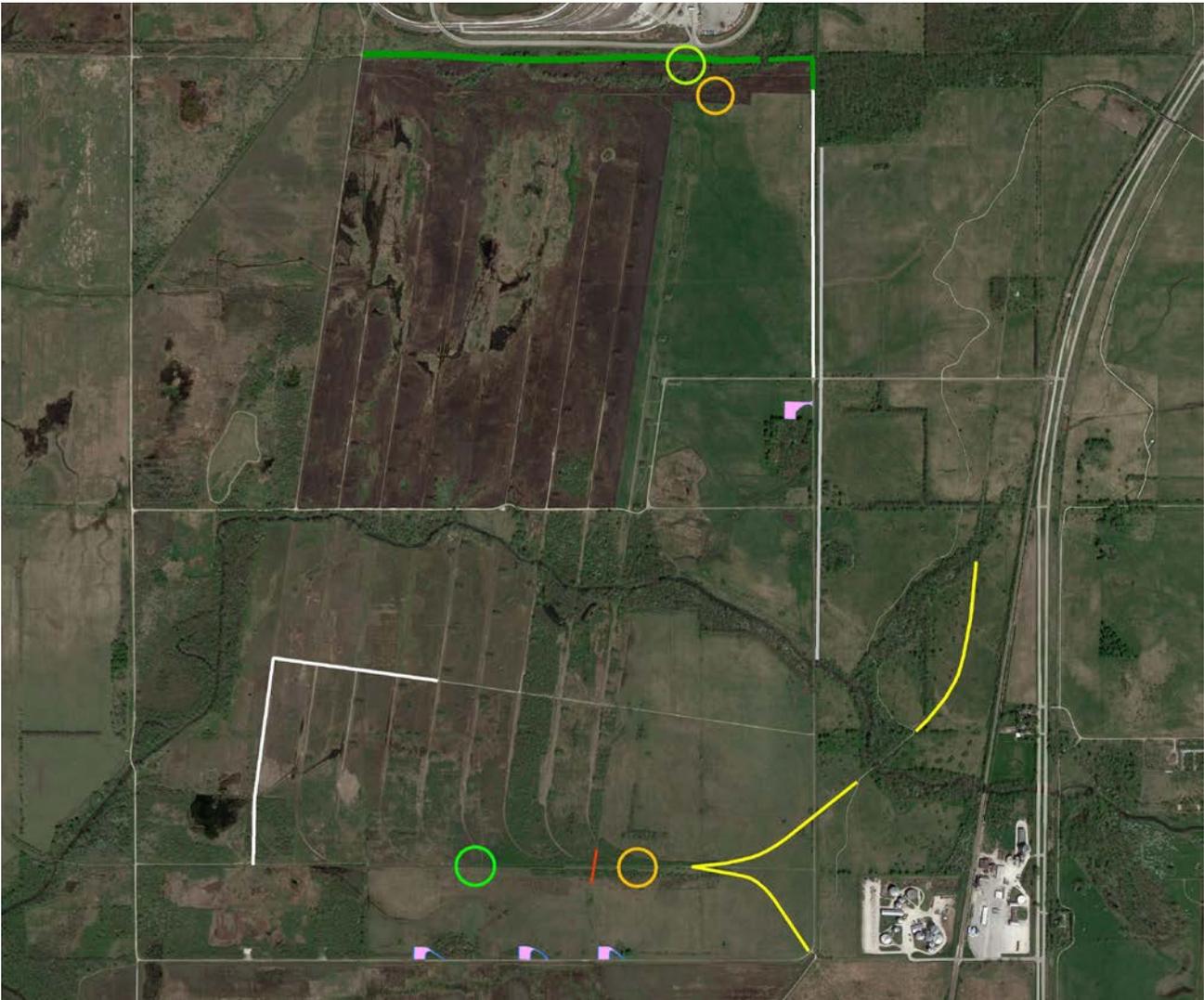
#### Option B: Demolition and Removal of Infrastructure

- 1) Removal of infrastructure:
  - a) 1.10 miles of an asphalt surfaced road

- b) 1.47 miles of gravel road
  - c) 1.18 miles of a rail line (former rail line with rail and ties previously removed)
  - d) 4 asphalt surfaced parking pads totaling approximately 2.4 acres in area
  - e) 1.13 miles of chain link fence
- 2) Removal of the surface and subsurface material and subsequent recontouring to return the impacted areas (i.e. the former road or parking pad surface, rail bed, etc. and any adjacent ditches and/or associated spoils) to the relatively undisturbed (finish) grade surrounding each work zone.
  - 3) Transport of any asphalt, gravel, clay or ballast that is removed to one of four designated staging areas, whichever is closer. Any sections of road or rail bed where the surface is more than one foot below finish grade may be brought up to finish grade with native soil without the prior removal of gravel or ballast. Asphalt is always to be removed regardless of depth. Areas where the rail bed surface is more than one foot below finish grade may also be used to receive spoils (other than asphalt) up to a depth of one foot below the finish grade.
  - 4) Use of topsoil identified on site to fill impacted areas in the work zone to match the relatively undisturbed surrounding grade (finish grade).
  - 5) Removal of all chainlink fence and associated materials from Forest Service property and disposal offsite.
  - 6) Seeding of the restoration areas, including actions such as covering with loose straw to inhibit erosion and reduce loss of seed to birds.

The Contractor shall identify which efforts and materials they can supply in terms of materials, labor, equipment, supplies, supervision, quality control, and incidentals required to complete the work described. The Contractor shall perform all work in a safe and conscientious manner.

(a) Project Location- Midwin National Tallgrass Prairie



The above photo shows the location of the roads, rail lines, fence lines, and parking pads to be removed. These are the same locations where trees and shrubs need to be removed in order for the infrastructure to be accessed and removed. Also shown are the areas where spoils are to be deposited (designated in circles). The only Grant Creek crossing is at the west end of the dark green road (Townline Rd.). The surfaced roads are paved with asphalt (in dark green), and the unsurfaced roads are covered in gravel (in white). The rail lines are in yellow. The north light green circle is north of Grant Creek, while the north orange circle is south of Grant Creek. The south light green circle is west of a gate on the access road (gate in red) and accessible from the west, while the south orange circle is east of that gate and accessible from the east. The parking pads are in pink, and the fence is in gray.

- (b) Work Schedule- Tree removal work should commence as soon as conditions allow and be completed no later than April 15, 2020. Infrastructure removal work shall not commence until after the tree removal work has been completed, unless the infrastructure is unobstructed by vegetation. The infrastructure removal work shall be fully completed by September 30, 2021.
- (c) Pre-Bid Information Meeting- The NFF held a pre-bid conference call to answer questions on February 5, 2020. See additional Questions and Answers sheet. Based on the questions, the RFP was revised to include Option A and Option B.

**Pricing Schedule**

Contractor shall price work according to the schedule below. Prevailing wages will be required per conditions of funding sources.

OPTION A: Tree and shrub removal work may be bid in a lump sum.

Description	Total Cost
Cut trees and shrubs from all infrastructure removal zones (anything within the work zone or area to be graded), chip and remove from site	

OPTION B: Demolition and removal of infrastructure

Description	Cost	Quantity	Total Cost
Remove 1.10 miles of asphalt surfaced road and associated material, complete finish grading, and reseed			
Remove 1.47 miles of gravel road and associated material, complete finish grading, and reseed			
Remove 1.18 miles of rail line (former rail line with rail and ties previously removed) and associated material, complete finish grading, and reseed			
Remove 4 asphalt surfaced parking pads (totaling approximately 2.4 acres in area) and associated material, complete finish grading, and reseed			
Remove 1.13 miles of chain link fence and associated material, complete finish grading, and reseed			
TOTAL			

## **Other Project Requirements and Specifications for both Options A and B**

- (a) Utilities –In many locations there will be no or limited sanitation, water, electrical or housing services available. The Contractor shall make arrangements for temporary facilities if needed.
- (b) Specifications – Project work shall be accomplished in accordance with the following:

- **Overall Working Specifications**

- a) Resource Protection

Contractor shall confine operations to the designated work area, parking areas and staging areas, follow designated travel lanes and use existing roads, rail beds, and parking areas as identified by a designated contact. All equipment must be washed with a power washer before coming on site to remove any seeds of invasive species. A designated contact will inspect equipment upon being brought on-site for the first time, or subsequent returns if the equipment is taken off site and returned. Any soil or other resource damage (e.g. rutting, tracking, etc.) shall be mitigated by the Contractor prior to final payment. Work shall be suspended if ground conditions are moist enough to cause excessive rutting and/or erosion as determined by a designated contact. If surface water appears in the demolition site during the demolition work, the Contractor can pump the surface water to an adjacent drainage ditch per approval from a designated contact.

- a) Sensitive Site Protection

Any sensitive sites or wetlands located in the work area will be protected. They will be identified by the designated contact and a map of these areas will be provided to the Contractor. The Contractor shall avoid entering any of the identified protected areas on foot or with equipment.

- b) Silt Fences

Silt fencing will be necessary between the work zones and any wetlands identified. The Contractor and a designated contact shall work together to determine appropriate locations for silt fences in the field. The Contractor will install silt fences in accordance with ASTM D 6462 (Standard Practice for Silt Fence Installation). Contractor will inspect silt fences weekly and will correct any deficiencies before proceeding with work. When the work is complete the Contractor will remove the silt fence. Any sediment deposits remaining in place shall be dressed to conform to the existing grade and prepared for seeding.

- c) Spills

The Contractor will ensure spill cleanup materials will be available on each project site at all times on MNTP. Any fuel or hydraulic fluid greater than one pint (16 oz.) must be immediately reported to a designated contact. All Contractor personnel must have adequate training to ensure they are qualified to identify such releases and are competent to provide proper cleanup and reporting. All spilled materials and impacted soils will be removed and properly disposed as necessary.

d) Roads and Gates

The Contractor is responsible for establishing and maintaining the gravel roads in working condition and limiting resource damage when moving equipment and demolition materials around the site. There are three bridges within the work zone that may be used by the Contractor depending on the preferred route. One is located on West Patrol Rd (weight limit 36 tons), one is located on Baseline Rd (weight limit 36 tons), and one is located on A-line road (weight limit undetermined). This should not cause a problem for dump trucks but may produce challenges for moving heavier equipment.

Cattle graze in the pasture south of the southernmost staging area between April and December. When vehicles and equipment travel through a cattle grazing area, drivers are required to open, close, and re-lock the gates. There are also perimeter gates to MNTP, drivers are required to open, close, and re-lock these gates. Under no circumstances can these gates be left open or unattended.

### **OPTION A: Detailed Specifications for Tree and Shrub Removal**

Trees and shrubs are growing in some of the areas where infrastructure is to be removed. This includes vegetation in various sections along the chainlink fence, the asphalt and gravel roads, rail lines, and parking pads, but not along all these areas, i.e. they are scattered intermittently. The woody material must be removed before the infrastructure work begins in the areas affected in order to remove the infrastructure and/or complete finish grading. This material must be removed prior to April 15 as Midewin regulations state that no woody removal may take place between April 15 and August 15 in any year. If tree and shrub removal does not take place prior to April 15, 2020, then infrastructure removal work on those areas with trees and shrubs must also be postponed until the woody removal work is completed after August 15, 2020. Smaller trees and shrubs may be masticated with a Fecon head or similar equipment, while larger trees (anything too large to be masticated) must be cut and chipped. Chipped material must be removed from MNTP property. This work is to be bid separately from the infrastructure removal work and may be awarded to a different contractor.

### **OPTION B: Detailed Specifications for Infrastructure Demolition, Removal, Regrading and Reseeding**

- **Specifications for Road Removal**

The roads to be removed and regraded are approximately 2.57 miles in total length. These include 1.10 miles of asphalt surfaced road and 1.47 miles of gravel surfaced road. The asphalt surface may be composed of asphalt or stone chips embedded in tar with an underlying gravel base. The gravel roads are surfaced with crushed stone and/or gravel. In either case, the road surface and gravel base will be removed to at least a depth of one foot below the undisturbed adjacent grade, or until the underlying native material is exposed (i.e. if the underlying native material is closer than one foot below the undisturbed adjacent grade). Any elevated sections of road may have an underlying layer of clay and/or gravel to build up the elevation. These sections will also have to be excavated down to the finish grade.

The Contractor will remove all asphalt, gravel, or non-native soil associated with the

roadbed being removed to one of two identified staging areas. Any excess topsoil will be used in recontouring or staged onsite at a location determined by a designated contact. Excavated road material deposited at one of the two identified storage areas will be rough-graded at the end of the project at the discretion of the designated contact.

a) Specifications for Finish Grading

Following the excavation and removal of all road surface materials, the roadbed will be brought up to finish grade with native topsoil. Finish grade will be determined as the relatively undisturbed grade adjacent to the work zone. The relatively undisturbed grade will be identified as that which has not been altered in bunker, road, parking pad, rail line, or ditch construction. The relatively undisturbed grade adjacent to the work zones will be flagged prior to commencing work by a designated contact. Where undisturbed grades on either side of the road being removed do not match in elevation, the final grade will be contoured to transition smoothly between the two undisturbed grades on either side of the excavated area. Where additional native topsoil is needed to achieve the finish grade, a local source containing appropriate soil will be identified by the designated contact for use in finish grading. If excess topsoil adjacent to the excavated roadbed has been identified by the designated contact, it may also be used to assist in recontouring the excavated area up to finish grade. The goal is to have at least one foot of native topsoil below finish grade unless less than one foot is needed to cover the underlying native soil. All roadbed contouring will only be judged complete once the roadbed elevation matches the relatively undisturbed adjacent grade without an abrupt or perceptible change in surface elevation.

b) Specifications for Grading Ditches

On one or both sides of each road being removed may be a ditch varying in depth which is also to be filled. Ditches in excess of one foot deep may be filled to within one foot of the finish grade with excess gravel or soil (but not asphalt). There is to be at least one foot of native topsoil in each ditch to bring it up to finish grade.

c) Seeding

The Contractor shall seed the area with a mixture of seeds to be supplied to the contractor consisting of native seeds, annual rye, and oats. The final seeding rate will be approximately 40 lbs./acre. The seeded areas will be covered with enough loose straw to inhibit erosion and the loss of seed to birds.

• **Specifications for Rail Bed Removal**

There are 1.18 miles of an abandoned rail line where the rails and ties have previously been removed, but the underlying base layer of the stone ballast remains in place. The ballast base layer will be excavated to expose the underlying native soil and moved to one of the two identified staging areas. Some portions of the rail bed may be elevated above the surrounding undisturbed grade, while others will be at or below the adjacent undisturbed grade (i.e. finish grade). Where the rail bed is sufficiently elevated, there may be an additional base layer of

clay or other non-native soil underlying the ballast. The ballast layer and any underlying non-native soil will be removed from the sections of elevated rail bed down to native soil. If native soil is found above the finish grade elevation, it will be set aside for use elsewhere in areas that need to be brought up to finish grade.

Where ballast or the underlying non-native material is found at one or more feet below the finish grade, it may be left in place and covered with native topsoil to achieve finish grade. If the top of the ballast lies more than a foot below finish grade, gravel or non-native soil from other areas being excavated within the project area may be used to bring the rail bed up to within one foot of finish grade, after which native topsoil will be used to bring the last foot up to finish grade.

The Contractor will remove all ballast and any underlying clay or other non-native soil to one of the two identified staging areas. Any excess native topsoil will be used in recontouring. Excavated road material deposited at one of the two identified storage areas will be rough-graded at the end of the project at the discretion of the designated contact.

a) Specifications for Finish Grading

Following the excavation and removal of all rail bed materials, the rail bed will be brought up to finish grade with native topsoil. Finish grade will be determined as the relatively undisturbed grade adjacent to the work zone. The relatively undisturbed grade will be identified as that which has not been altered in bunker, road, parking pad, rail line, or ditch construction. The relatively undisturbed grade adjacent to the work zones will be flagged prior to commencing work by a designated contact. Where undisturbed grades on either side of the rail bed being removed do not match in elevation, the final grade will be contoured to transition smoothly between the two undisturbed grades on either side of the excavated area. Where native topsoil is needed to achieve the finish grade, a local source containing appropriate soil will be identified by the designated contact for use in finish grading. If excess topsoil adjacent to the excavated rail bed has been set aside or identified by the designated contact, it may also be used to assist in recontouring the excavated area up to finish grade. The goal is to have at least one foot of native topsoil below finish grade unless less than one foot is needed to cover the underlying native soil. All rail bed contouring will only be judged complete once the rail bed elevation matches the finish grade without an abrupt or perceptible change in surface elevation.

e) Seeding

The Contractor shall seed the area with a mixture of seeds to be supplied to the contractor consisting of native seeds, annual rye, and oats. The final seeding rate will be approximately 40 lbs./acre. The seeded areas will be covered with enough loose straw to inhibit erosion and the loss of seed to birds.

• **Specifications for Parking Pad Removal**

There are four asphalt surfaced parking pads to be removed and regraded, totaling approximately 2.4 acres in surface area. The asphalt surface may be composed of asphalt or stone chips embedded in tar with an underlying gravel base. The parking pad surface and

gravel base will be removed to at least a depth of one foot below the undisturbed adjacent grade (finish grade), or until the underlying native material is exposed (i.e. if the underlying native material is closer than one foot to the finish grade).

The Contractor will remove all asphalt, gravel, or non-native soil associated with the parking pads being removed to one of two identified staging areas. Any excess native topsoil from adjacent spoils will be used in recontouring or staged onsite at a location determined by a designated contact. Excavated parking pad material deposited at one of the two identified storage areas will be rough-graded at the end of the project at the discretion of the designated contact.

a) Specifications for Finish Grading

Following the excavation and removal of all parking pad surface materials, the parking pad will be brought up to finish grade with native topsoil. Finish grade will be determined as the relatively undisturbed grade adjacent to the work zone. The relatively undisturbed grade will be identified as that which has not been altered in bunker, road, parking pad, rail line, or ditch construction. The relatively undisturbed grade adjacent to the work zones will be flagged prior to commencing work by a designated contact. Where undisturbed grades on either side of the parking pad being removed do not match in elevation, the final grade will be contoured to transition smoothly between the two undisturbed grades on either side of the excavated area. Where native topsoil is needed to achieve the finish grade, a local source containing appropriate soil will be identified by the designated contact for use in finish grading. If excess topsoil adjacent to the excavated parking pad has been identified by the designated contact, it may also be used to assist in recontouring the excavated area up to finish grade. The goal is to have at least one foot of native topsoil below the finish grade elevation unless less than one foot is needed to cover the underlying native soil. All parking pad contouring will only be judged complete once the parking pad elevation matches the relatively undisturbed adjacent grade without an abrupt or perceptible change in surface elevation.

b) Seeding

The Contractor shall seed the area with a mixture of seeds consisting of native seeds, annual rye, and oats. Seeds will be supplied to the contractor. The final seeding rate will be approximately 40 lbs./acre. The Contractor will cover seeded areas with enough loose straw to inhibit erosion and the loss of seed to birds.

• **Specifications for Chain Link Fence Removal**

There is 1.13 miles of chain link fence to be removed from Forest Service property and disposed of appropriately. The gate at the Gate 10 opening will remain in place, along with approximately 20 feet of chain link fencing on either side of the gate. The fencing materials may be taken to a landfill and/or recycled for salvage. The fence posts are set below grade in concrete, which will have to be excavated and removed from Forest Service property. In a few sections, trees have grown up adjacent to the fence to where some of the chain link is embedded within the trunk or branches. The trees may be cut and removed along with the fence at the Contractor's discretion. Holes left by pulling the concrete post bases will be filled and regraded with native topsoil.

- Seeding

The Contractor shall seed the area with a mixture of seeds consisting of native seeds, annual rye, and oats. Seeds will be supplied to the contractor. The final seeding rate will be approximately 40 lbs./acre. The Contractor will cover seeded areas with enough loose straw to inhibit erosion and the loss of seed to birds.

### **Contractor Qualifications**

- (a) References – Please provide three references.
- (b) Past Experience – Please provide a brief explanation of previous work experience with land management agencies.

### **Proposal Requested**

If interested in this project, please provide a bid for the above statement of work by providing approach, equipment to be used, work experience, anticipated timeline for the various elements, and cost for Option A and/or Option B. Please also include your capacity for this project and efficiency in infrastructure removal, vegetation removal, and restoration projects in the past, if any. For questions about the details of producing the bid, please contact Karen DiBari at (406) 830-3352 or [kdibari@nationalforests.org](mailto:kdibari@nationalforests.org). This request does not commit the National Forest Foundation to pay any costs incurred in the preparation of submission of the quotation or to contract for supplies or services.

### **Equal Opportunity Provider**

The NFF maintains a policy of nondiscrimination on the basis of race, color, national origin, sex, pregnancy, religion, genetic information, age, disability, veterans, or any other protected class identified by federal, state or local law.

### **Contractor Selection Process**

NFF will select the Contractor(s) after reviewing the bids received. Once the Contractor is selected, we will prepare a separate contract document. NFF anticipates Contractor selection by March 20, 2020.

### **Your proposal should be received at the NFF offices by March 4, 2020.**

Please e-mail your proposal to:

Karen DiBari  
National Forest Foundation  
(406) 830-3352  
[kdibari@nationalforests.org](mailto:kdibari@nationalforests.org)

Questions from the Pre-Bid Call on February 5, 2020  
Demolition of Infrastructure at Midewin National Tallgrass Prairie

1. Question: Some trees or shrubs can be found along either the fence line, the roads, the rail lines, or the parking pads to be removed. If they interfere with infrastructure removal, how should they be handled?
  - Answer: The tree and shrub removal work is now going to be handled as a contract option. Contractors bidding on the infrastructure removal work may also bid on the tree and shrub work if they so desire, but it is not required. Tree and shrub removal is limited to the removal of any woody material that interferes with the ability to remove infrastructure or contour to finish grade (see map of tree and shrub zones outlined in orange at the bottom of page 2). Unfortunately, Midewin doesn't allow any woody removal after April 15 of any given year until August 15 of the same year. In order for the infrastructure removal work that is affected by vegetation to proceed in the spring of 2020, the tree and shrub removal must be completed by April 15 (preferred), or after August 15. Infrastructure removal unaffected by trees or shrubs can be done at any time that conditions allow.
  
2. Question: What is the weight capacity of the bridge over Prairie Creek, and if it is not suitable for heavy equipment to cross it, is there another crossing location?
  - Answer: Both the bridge over Prairie Creek and the bridge over its unnamed tributary have a loading equivalent to an AASHTO H-5 vehicle weighing 10,000 lb.: 8,000 lb. and 2,000 lb. axles with a minimum 72-inch wheelbase. Please notify Gary Sullivan (contact information below) if an alternative means of access will be necessary.
  
3. Question: What is the haul distance from the three South Patrol Road parking pads to the four spoils dumping areas?
  - Answer: By road, the distance is 1.0 miles from the easternmost pad to the easternmost spoils dumping area (in orange; see updated map). It is 1.2 miles from the middle parking pad, and 1.45 miles from the westernmost parking pad. Taking a short cut across the cattle pasture is not currently an option.
  - A dumping area is noted on the map in orange for material coming from south of Grant Creek, and a separate dumping area is shown in light green for material originating from north of Grant Creek.
  
4. Question: How are spoils to be graded at the end of the project within the designated spoils dumping areas?
  - For the two spoils dumping areas identified at the south end of the project (one east and one west of a cattle gate), spoil piles will be rough-graded at the end of the project to a 3:1 side slope and a maximum height of 10 feet. For the spoils dumping area identified within the basin on the north side of Grant Creek along Townline Road, spoil piles will be rough graded below the lip of the basin at the end of the project. For the spoils dumping area identified on the south side of Grant Creek west of Baseline Road, spoil piles will be rough graded at the end of the project to a 3:1 side slope and a maximum height of 10 feet. The contractor will need to seed all spoils piles following final grading with a mix of grasses to be provided by the designated contact.

5. Question: What is the source of seeds for reseeding?
  - Answer: Seed will be provided to the contractor by the designated contact for spreading at a rate of approximately 40 lbs. per acre.
6. Question: If I have technical or project logistics questions, or want to discuss the project on site, who should I contact?
  - Answer: Gary Sullivan, The Wetlands Initiative, [gsullivan@wetlands-initiative.org](mailto:gsullivan@wetlands-initiative.org), (312) 922-0777
7. Question: If I have further questions about the bid process, who should I contact?
  - Answer: Karen DiBari, National Forest Foundation, [kdibari@nationalforests.org](mailto:kdibari@nationalforests.org), (406) 830-3352

