

**NATIONAL WILD TURKEY FEDERATION
REQUEST FOR PROPOSALS
FIRST NOTCH ROAD RECONSTRUCTION STEWARDSHIP PROJECT
SAN JUAN NATIONAL FOREST**

Background: The National Wild Turkey Federation (NWTF) has partnered with the USDA-Forest Service (USFS) to implement stewardship projects on the Columbine Ranger District of the San Juan National Forest. The First Notch Road Reconstruction Stewardship Project proposes to perform necessary road resurfacing to improve road conditions and to prevent resource damage to the nearby forest resources. This project is accepting proposals for road reconditioning on 1.45 miles of National Forest System Road NFSR 620. This project will support future projects that will reduce wildfire fuel loading to the nearby wildland urban interface communities (WUI), improve forest resiliency, and benefit wildlife habitat. Included in this packet are the Request for Proposal worksheet, Appendix A (Project Drawings), Appendix B (General Specifications), Appendix C (Maps) and Appendix E (Schedule of Items and Scope of Work).

Statement of Work (Service Work): 1.45 miles of Road Reconditioning and Resurfacing. Perform all necessary items associated with road reconditioning and resurfacing in Appendix A, B, and E. All work shall be completed by November 30, 2025.

Knowledge and Desired Skills: The ideal contractor should have experience in forest road construction and reconditioning. Essential qualifications include:

- Strong background and experience with Forest Service road construction and reconditioning specifications and protocols.
- Ability to perform work in remote project locations.
- Understanding of federal and state environmental regulations and Best Management Practices (BMPs) related to Forest Roads.
- Previous experience working on Forest Service or other public land agency road reconditioning projects.

Project Location and Description: The project is located east of the town of Bayfield, Colorado on the Columbine Ranger District of the San Juan National Forest. Work occurs entirely on the First Notch Road (NFSR 620) beginning at the intersection with US HWY 160 (Mile post 0.00) and terminating at mile post 1.45. SEE COVER SHEET IN APPENDIX - A

Accessibility: The project area can be reached by roads that are accessible by standard passenger car during normal operating season.

Information Requested: The NWTF is seeking Requests for Proposals for the First Notch Road Reconstruction Project. This is a sealed bid, best value Forest Stewardship Project. All proposals must answer all the questions in the RFP. The NWTF selects qualified contractors based upon a best value approach that evaluates a contractor's capabilities to complete the tasks of the project, the best financial value for the project, and timeline to complete the work. NWTF will award one contract for this project.

Safety and operations: Safety on the project site is our first priority for all work contracted for state and federal agencies. In addition to the insurance requirements stated in the bid package, it is the expectation of NWTF that all contractors will strictly adhere to normal and customary Occupational Health & Safety Administration (OSHA) guidelines.

Federal Disbarment: Executive Order 11246: Companies or their subcontractors who are federally debarred are not eligible to work on this project.

Davis Bacon Wages: This project is a federally funded construction project, therefore Davis-Bacon wages apply to this project.

Insurance: The NWTF requires that all contractors maintain comprehensive general liability insurance coverage in the amount of not less than one million (\$1,000,000) per occurrence and, not less than, two million (\$2,000,000) aggregate. Contractors shall maintain statutory workers compensation insurance and automobile liability insurance with limits of, at a minimum, one million (\$1,000,000) for bodily injury and property damage. Contractors must provide a copy of policy coverage at contract signing. The policy must include the NWTF as the Certificate Holder and list the certificate holder as Additional Insured with regard to general liability and business auto liability. Waiver of Subrogation applies for both General Liability and Business Auto Liability.

Performance Bond: The contractor will be required to provide a performance or payment bond equal to 10% of the total value of the roadwork portion of this contract, payable to the National Wild Turkey Federation (NWTF), prior to commencing any roadwork. The bond will be refunded upon completion of the roadwork and approval of inspections. Alternatively, the contractor may provide an irrevocable letter of credit in lieu of the bond to secure performance. The letter of credit must remain valid for at least six (6) months beyond the contract termination date. Failure to provide the required bond or letter of credit specific to the roadwork may result in termination of the contract.

Pre-Bid Meeting/ Site Visit: A mandatory pre-bid meeting and project site visit will be held at the parking area at mile post 0.4 on NFSR 620 Tuesday June 24th at 9 AM MST.

Representatives from the NWTF and USFS will be available to answer questions and discuss the project. If you plan on attending the Pre-Bid Meeting, please RSVP by 5 PM MST June 23, 2025.

Meeting Agenda:

1. Meeting Time: 9:00 AM
2. Introductions.
3. Provide background information on NWTF/First Notch Road Reconstruction Project
4. Provide background information on the RFP and Best Value Contract Process.
5. 1:00 PM: wrap up project tour and answer additional questions and adjourn.

NWTF reserves the right to contact contractors during the bid review process to ask further questions.

Point of Contact: For questions about the details of submitting a bid or georeferenced maps contact Brian Russell- NWTF, Region 1, 2 Forest Management Coordinator: brussell@nwtf.net, (307) 714-1977.

**REQUEST FOR PROPOSAL
PROPOSAL CERTIFICATION AND SELECTION CRITERIA FOR
FIRST NOTCH ROAD RECONSTRUCTION PROJECT**

Bid Submission: Submit bids electronically via email to brussell@nwtf.net by **Close of Business July 8, 2025 by 5 PM MST**. Title the email: **FIRST NOTCH ROAD RECONSTRUCTION PROJECT**.

Please mail the original signed proposal to:
Brian Russell
PO Box 1395
Lander, WY 82520

WE, _____ submit the following proposal(s) and technical information for the subject contract.

Instructions: Attach a completed price proposal for question 1. Provide a detailed summary for questions 2, 3, and 4. Attach the signature pages (pages 4 and 5) to the beginning of the proposal.

Proposals shall include the following (Selection Criteria):

- 1) Price Proposal (30 Points):** The Contractor will be responsible for all supplies and resources needed to fulfill the responsibilities for this project. Account for this in your price proposal.

Item No.	Description	Pay Unit	Est. Qty.	Unit Price	Total Price
15101	Mobilization	Lump Sum	1		
30101	Aggregate Surface Course, Grading 3/4" minus	Ton	2500		
30302	Roadway Reconditioning	Mile	1.45		

Total Project Price: _____

2) Economic Impact to local and regional communities (30 points): Explain in detail the local and regional economic impact to the surrounding communities. How many jobs will be retained or created? What is the estimated financial return to these communities?

3) Work Experience and Qualifications (20 points): What is your work history on similar projects? Provide a summary of your experience on reconditioning Forest Service roads. Please provide three references.

4) Approximate timeline of when work will be completed (20 points): When will work approximately begin and what is your estimated time for completion?

Comprehensive General Liability Insurance Coverage Requirements

We understand that as a contractor to the NWTF, we would be required to maintain comprehensive General Liability insurance coverage in the amount of, not less than, one million (\$1,000,000) per occurrence and, not less than, two million (\$2,000,000) aggregate, with NWTF listed as the certificate holder and as additional/secondary insured. Insurance certificates must also include a waiver of subrogation. NWTF requires statutory workers compensation insurance and automobile liability insurance with the limits of, at a minimum, one million (\$1,000,000) for bodily injury and property damage. ____ (initial here)

Signed: _____ Date: _____

Appendices A, B, C, and E are contractual requirements. These requirements will be incorporated into the contract. There is reference to “Partner” and “NWTF” in the appendices. Where “Partner” and “NWTF” are referenced, the selected contractor will be required to fulfill these contractual obligations.



United States Department of Agriculture
Forest Service

(R02)
ROCKY MOUNTAIN

PROJECT NAME
**FIRST NOTCH
ROAD
RECONDITIONING**

SAN JUAN NATIONAL
FOREST

COLUMBINE RANGER DISTRICT

DRAWING TITLE
**TYPICAL
RECONSTRUCTED
AND GRAVEL SECTION**

DATE
12/30/2024

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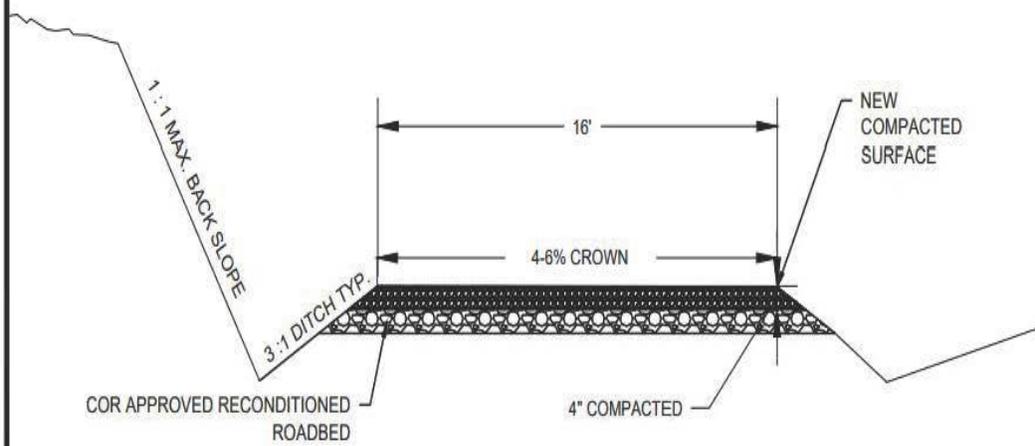
DESIGNER C.JONES	DWG SHEET NO. G-02
DRAWN C.JONES	

CHECKED
X.XXX

PROJECT NO. SHEET 002 OF 002

TYPICAL GRAVEL SECTION W/ DITCH

NOT TO SCALE



Appendix B (General Specifications)

151 – MOBILIZATION

Mobilization covers movement of personnel, equipment, supplies, and incidentals to and from the project area. Payment will be made at the accepted rates shown on the bid schedule. Mobilization will be paid for under Pay Item 151.

171 – WEED AND DISEASE PREVENTION

Notify the Forest Service 7 days before moving any construction equipment onto National Forest System lands to schedule inspections.

Use a high-pressure washing system to remove all seeds, plants, plant fragments, dirt, and debris from the construction equipment.

Rewash the construction equipment as necessary or as directed.

Weed and disease prevention will be paid for under Pay Item 151.

301 – UNTREATED AGGREGATE COURSES

Aggregate shall not be placed prior to Forest Service approval of the reconstructed roadbed.

Place aggregate at a compacted depth of no less than 4 inches at any point of the 16-foot width.

Aggregate shall be placed in a uniform layer, with no segregation of size, and to a loose depth that will provide the required compacted thickness. Adjust the moisture content of the material to obtain optimal moisture content. Operate a vibratory roller having a minimum dynamic force of 40,000 pounds over the full width of each layer a minimum of four roller passes and until visible deformation of the layer ceases.

Aggregate will be paid for by the ton based on supplied load tickets under Pay Item 301.

303 – ROAD RECONDITIONING

Scarify the road surface to a depth that will remove all washboards, water may be required to accommodate adequate depth. Pull ditches to a 3:1 slope removing material and provide for positive drainage to appropriate drainage structures. Pull aggregate from the shoulders back into the roadway to build no less than a 4% crown on the roadway cross section. Remove all deleterious material and rocks over three inches in any dimension by casting over the fill slope. If no fill slopes are present remove material so that no windrow are left on road shoulders.

Adjust the moisture content of the material to obtain optimal moisture content. Operate a vibratory roller having a minimum dynamic force of 40,000 pounds over the full width of each layer a minimum of four roller passes and until visible deformation of the layer ceases.

Road reconditioning will be paid for by the mile under Pay Item 303.

635 – TEMPORARY TRAFFIC CONTROL

Traffic control will be incidental to Pay Item 301 and will be required at all locations. Traffic control shall be in accordance with standards set forth in the most current edition of the Manual on Uniform Traffic Control Devices (MUTCD). All work shall be conducted by personnel fully qualified to perform such tasks assigned and shall be supervised by an onsite designated Contractor’s Representative. Temporary signs to warn the public of road work shall be placed on either side of the section being actively bladed. Remove signs when work is not occurring.

703 - AGGREGATE

The crushed aggregate shall approximate a CDOT Class 6 material, 3/4” minus with a gradation as seen below and a plasticity index between 2-9.

SIEVE (mm)	SPEC RANGE
26.5 [1”]	100
19.0 [3/4”]	97-100
4.75 (#4)	51-63
2.36 (#8)	28-39
0.425 (#40)	19-27
0.075 (#200)	6-12
PI	2-9

One current AASHTO T-27 sieve analysis shall be provided for the crushed aggregate at the start of the project. The test may be conducted by the commercial pit operator. Written results shall be supplied to the COR. The payment for materials testing and certification of aggregate is incidental to and included under the Pay Item 301.

Watering for dust abatement may be necessary at select locations as determined by the COR.

PAYMENT

The accepted quantities will be paid for at the contract unit price for each pay item shown in the SCHEDULE OF ITEMS.

Payment will be made under:

Pay Item **Pay Unit**

151 – MOBILIZATION.....LS.

301 – UNTREATED AGGREGATE COURSES.....TON

303 – ROAD RECONDITIONING.....MI.

Appendix C
(Project Map)



**Appendix E
(Schedule of Items and Scope of Work)**

Schedule of Items:

Item No.	Description	Pay Unit	Estimated Qty.
15101	Mobilization	Lump Sum	1
30101	Aggregate Surface Course, Grading 3/4" minus	Ton	2500
30302	Roadway Reconditioning	Mile	1.45

Scope of Work:

The intent of this project is to purchase, haul, and place, 2500 tons of aggregate (SEE 703 AGGREGATE in APPENDIX – B) on 1.45 miles of contractor reconstructed, 16-foot wide roadbed.

Roadbed reconstruction work includes reshaping the roadbed by reestablishing ditches and pulling the road width back into a standard 16' width with a crown between 4 and 6 percent. All culvert inlets and outlets shall be cleaned

Once the roadbed is prepared, commercially sourced aggregate consisting of CDOT Class 6 (3/4"-minus road base) material shall be hauled, placed and compacted to a 4" compacted depth. SEE TYPICAL SECTION IN APPENDIX – A. Watering will be required to achieve compaction.

The First Notch Road will remain open to public traffic during construction. However, the contractor will be able to implement construction delays of up to 30 minutes between the hours of 7 AM and 7 PM. Temporary traffic control will be the responsibility of the contractor.