

**REQUEST FOR PROPOSALS**

**ADDENDUM # 2**

**ISSUED: 6/24/11**

**RFP NUMBER: CSP904211  
INDEX NUMBER: EPA006**

The State of Ohio, through the Department of Administrative Services, Office of Procurement Services, for the Ohio Environmental Protection Agency (Ohio EPA) is requesting proposals for a:

Habitat Restoration  
Ashtabula River Area of Concern (AOC)

Reason for Addendum. This addendum is issued to reflect additions and corrections on the following pages 3, 10, 67, 68, 76 through 81.

**PROPOSAL DUE DATE: June 30, 2011**

**OPENING LOCATION: Department of Administrative Services  
General Services Bid Desk  
4200 Surface Road  
Columbus, Ohio 43228-1395**

The passage of the Great Lakes Legacy Act (GLLA) in 2002 provided another opportunity for the Ashtabula River Partnership (ARP). After additional studies and further collaboration, and at a 50/50 cost share, approximately 500,000 yd<sup>3</sup> of contaminated sediments were removed from the river in 2006 and 2007 under the GLLA. Another 140,000 yd<sup>3</sup> were removed by the Corps of Engineers in 2008. The State of Ohio, Ashtabula River Cooperating Group, and the Ashtabula Port Authority also contributed funding to the remediation. Total cost was approximately \$75 million. The project utilized some innovative methods by which sediments were dredged hydraulically (to minimize release of contaminants), pumped several miles upland to a landfill built specifically for this remediation, and disposed in geotubes. The effluent from the geotubes as the sediments dewatered was collected and treated prior to discharge.

The ARP disbanded after dredging and the Ashtabula River RAP reformed to continue work on the remaining impairments. It is expected that the Superfund actions along Fields Brook and the removal of contaminated sediments from the river have eliminated the sources of contaminants and the degradation due to toxicity and poor water quality. Habitat restoration and enhancement can now move forward to complete the restoration of the Ashtabula River AOC. This section of the river does not meet the physical or biological criteria for warm water habitat aquatic life use in the Ohio Water Quality Standards nor the delisting targets established for the AOC. The Ashtabula River upstream of the AOC was designated as an Ohio Scenic River in 2008. Ohio Scenic Rivers are recognized as high quality streams that should be protected (<http://ohiodnr.com/tabid/21442/Default.aspx>). This proposed project could play a significant role in bringing the entire watershed into attainment. The habitat improvements in this project will lie within a mile of Lake Erie.

A Natural Resource Damage Assessment for the lower river was begun in 2001 by the Natural Resource Trustees (Ohio EPA, NOAA and USFWS) under the authority of the Superfund (CERCLA) program. Studies in the early 2000s documented injuries to surface water, fisheries, and avian resources. The associated studies, including the 2009 final plan and assessment, can be found at [www.fws.gov/midwest/AshtabulaNRDA](http://www.fws.gov/midwest/AshtabulaNRDA). Final settlements are still being negotiated to compensate for the natural resource injury.

\* In 2007, Ohio EPA commissioned the development of a habitat restoration and enhancement plan for the Ashtabula River Area of Concern (Midwest Biodiversity Institute, 2008 [http://www.epa.state.oh.us/dsw/rap/MBIAshtabulaReport\\_mar08.pdf](http://www.epa.state.oh.us/dsw/rap/MBIAshtabulaReport_mar08.pdf)). The purpose of the plan was to prioritize habitat restoration and enhancement options in the AOC that could then be implemented under the direction of the Natural Resource Damage program, the RAP, the GLLA or other programs. It was determined that a location known as the 5 ½ Slip and Peninsula was the highest priority for habitat improvement. This site is an approximately 11 acre peninsular property on the eastern bank of the Ashtabula River. It is centrally located in the two mile long AOC and has approximately 0.5 miles (2400 ft) of shoreline along the river and an additional 1700 ft of shoreline in a backwater area that was once the mouth of Fields Brook (Figure 1 in attachments). The property had been used for material transfer and storage by the railroad (most recently Norfolk Southern Railway Company). The associated slip or backwater area had been used for ship to rail transfer, and for dismantling Great Lakes ships for scrap (Figure 2 in attachments). All rail lines on the peninsula were removed decades ago and the property is unused at this time. The 5 ½ Slip area is one of the few locations left in the AOC that is not hard armored with sheet piling and/or lined with boat docks (Figure 3 in attachments). A series of interconnected projects for this area were proposed as priorities under the habitat restoration and enhancement report. Implementation of the projects as a whole would have more impact than implementation of each project separately. However, the limits of funding sources dictated that each project be pursued individually.

For the first of these projects, in January 2010, U.S. EPA/GLNPO completed excavation and construction of approximately 800 linear feet of fish habitat shelf along the northern part of the 5 ½ Slip Peninsula as habitat mitigation under the GLLA sediment remediation project. The project was finalized in the spring of 2010 by top soil placement and planting of aquatic and upland vegetation.

In September 2010, Ohio EPA received funding under the Great Lakes Restoration Initiative (GLRI) to complete the remaining 1,400 feet of the habitat restoration on the southern part of the 5 1/2 Slip Peninsula. The project is one of the few remaining management actions needed to delist the Ashtabula AOC and has the full support of the Ashtabula River RAP Advisory Council. Combined with several other complementary habitat projects in the same area, this effort should lead directly to delisting three Beneficial Use Impairments (degraded fish population, degraded benthos, and loss of fish habitat) for the Area of Concern.

Also in 2012 it is expected that a Natural Resource Damage Restoration project will be constructed by Norfolk Southern Railway Company to improve the shoreline slopes and create natural vegetated shoreline around much of the slip on the eastern side of the peninsula. That project will create upland shrub habitat over much of the peninsula, and construct a channel with a connected wetland that will provide hydrologic flow and oxygenated water to the slip.

\* Correction of link to Midwest Biodiversity Institute.

DAS wants clear and concise Proposals. Offerors should, however, take care to completely answer questions and meet the RFP's requirements thoroughly. All Offerors, including current contract holders, if applicable, must provide detailed and complete responses as Proposal evaluations, and subsequent scores, are based solely on the content of the Proposal.

No assumptions will be made or values assigned for the competency of the Offeror whether or not the Offeror is a current or previous contract holder.

The requirements for the Proposal's contents and formatting are contained in an attachment to this RFP.

DAS will not be liable for any costs incurred by an Offeror in responding to this RFP, regardless of whether DAS awards the Contract through this process, decides not to go forward with the Project, cancels this RFP for any reason, or contracts for the Project through some other process or by issuing another RFP.

- \* **PERFORMANCE BOND:** The Director of Administrative Services may require the bidder to furnish a performance bond in the amount of five hundred thousand dollars (\$500,000.00) prior to award of the contract. If requested, the bidder will be required to provide said performance bond to the Office of Procurement Services within ten (10) calendar days after notification. Failure to provide the performance bond within the stated time period may result in the bidder being deemed not responsive.

The purpose of the bond is to ensure that the bidder/Contractor will faithfully execute the terms of the contract and promptly make delivery of the supplies or services purchased by the state of Ohio. A standard bond form from any company authorized to do business within the state of Ohio is acceptable. The bond shall be made payable to the Ohio Treasurer referencing the applicable bid number.

The bond shall become effective upon issuance of the signed contract by the Director of Administrative Services to the lowest responsive and responsible bidder. Unless determined otherwise by the Director of Administrative Services, the bond shall remain in effect for the duration of the contract and any renewals thereto. Any action on the part of the Contractor or their bonding company to cancel the bond prior to the expiration of the contract or renewal thereto, will be considered as an event of default and subsequent breach of contract and will result in immediate cancellation of the contract. Should this occur, the Contractor will be held liable for any additional costs incurred by the State in seeking replacement supplies or services.

\* Addition of Performance Bond Requirement

Item #	Description	Unit of Measure*	Unit Cost	Qty**	Cost (1400') ***
<b>D. Excavation of Habitat Shelf</b>					
1	Excavation	CY		45,000	
2	Other				
	SUBTOTAL				\$
<b>E. Transport Excavated Soil to Placement Area and Grade</b>					
1	Transport all excavated soil to placement area	CY ***		45,000	
2	Dispose of all trash or foreign material	LS		1	
3	Top Soil – Cover slope above ordinary water mark with top soil and grade smooth	TN		1,240	
4	Other				
	SUBTOTAL				\$
<b>F. Substrate Placement</b>					
1	Rip-rap	TN		7,000	
2	Rock – Large	TN		1,150	
3	Sand	TN		750	
4	Gravel (Round River Rock)	TN		750	
5	Tree Revetment ****	EA		6	
	SUBTOTAL				\$
<b>G. Aquatic Vegetation Planting</b>					
1	Plants – Emergent	SY		935	
2	Plants – Submergent	SY		8,350	
3	Other				
	SUBTOTAL				\$
<b>H. Terrestrial Planting</b>					
1	Plants – Terrestrial Herbaceous Seeding & Riparian Seeding	SY		7,000	
2	Erosion Control Matting	SY		2,250	
3	Other				
	SUBTOTAL				\$

\* Unit of Measure

\*\* Agency Projected Quantity that Contractor will use for the 1400 feet

\*\*\* Change of Unit of Measure

\*\*\*\* Added Tree Revetment – as response to question at Pre-Proposal Conference.

Item #	Description	Unit of Measure*	Unit Cost	Qty**	Cost (1400') ***
<b>I. Demobilization</b>					
1	Remove all tools, equipment, field office, and incidentals from the site	EA		1	
2	Other				
	SUBTOTAL				\$
<b>J. Contract Closeout</b>					
1	Complete any administrative functions related to closing out the contract	EA		1	
2	Other				
	SUBTOTAL				\$
<b>K. Performance Bond ****</b>					
1	Performance Bond - \$500,000	EA		1	\$
	SUBTOTAL				\$
<b>TOTAL (ALL SUBTOTALS - A thru K)</b>					<b>\$</b>

GAL = Gallons  
 CY = Cubic Yard  
 EA = Each  
 LF = Linear Feet  
 LS = Lump Sum  
 SY = Square Yard  
 TN = Ton

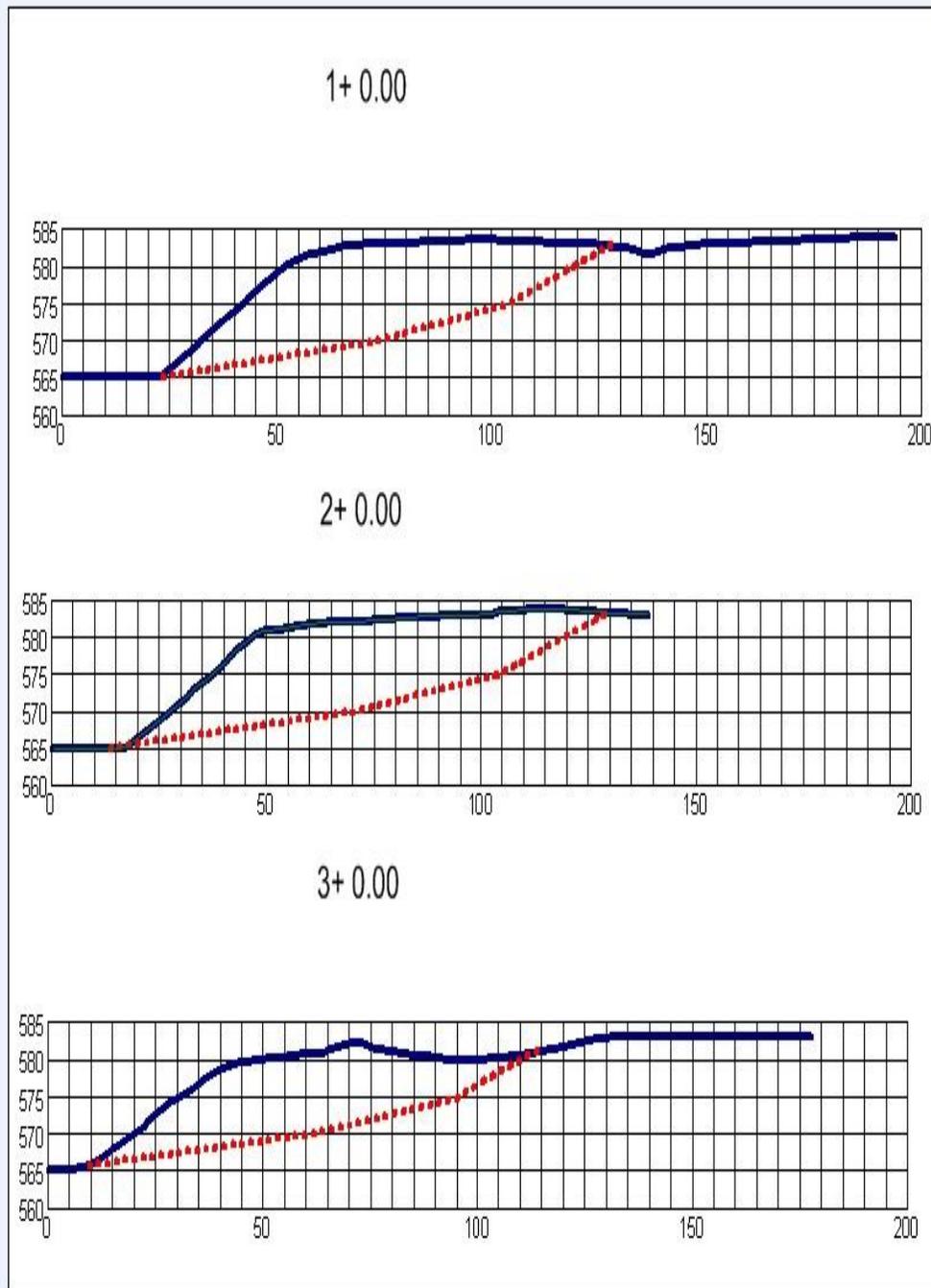
\* Unit of Measure

\*\* Agency Projected Quantity that Contractor will use for the 1400 feet

\*\*\* Calculate by multiplying Unit Cost by Qty = Cost (1400')

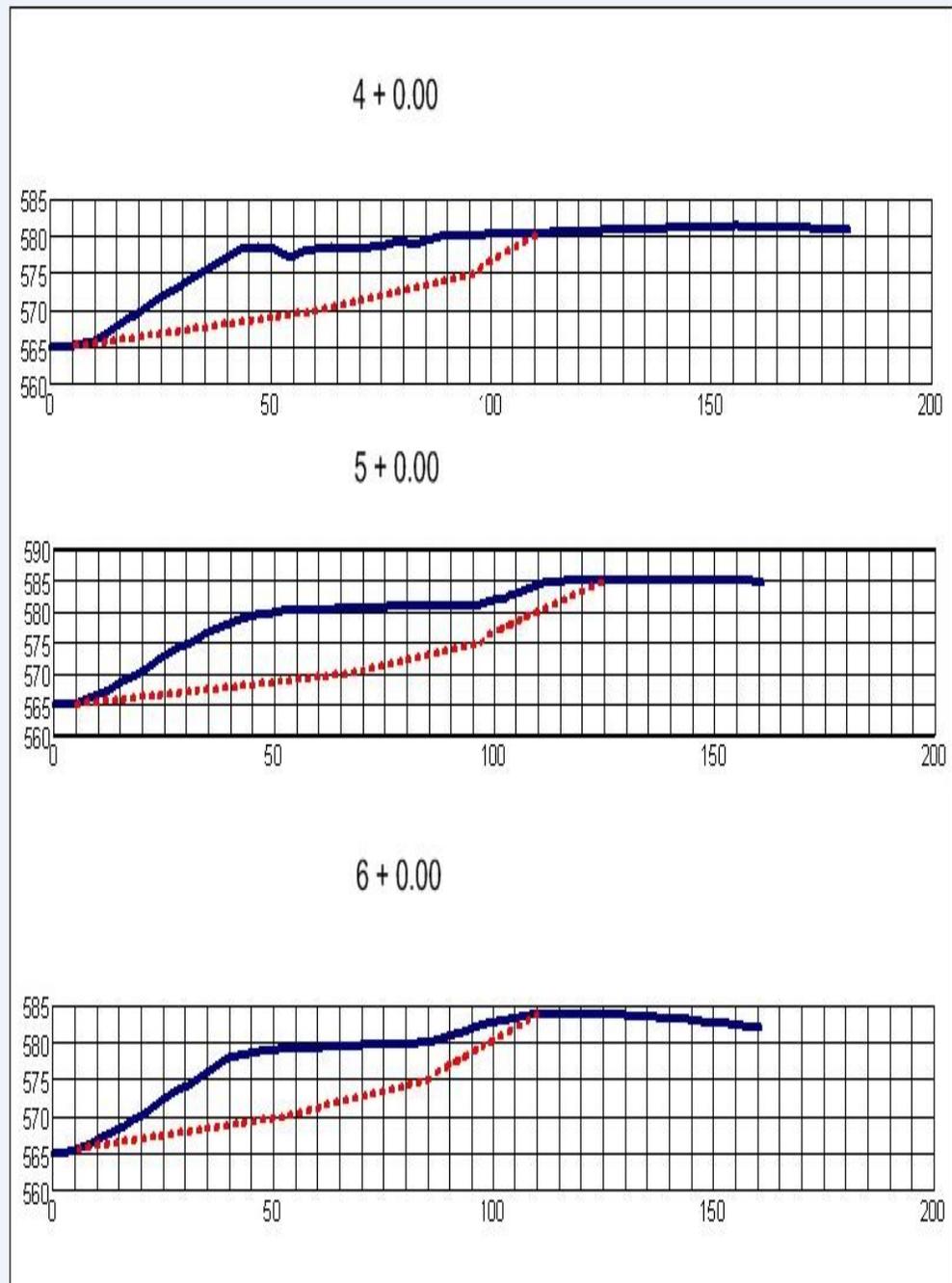
\*\*\*\* Addition of Performance Bond to Cost Summary.

ATTACHMENT 14 – B \*  
CROSS SECTION – CONTROL POINTS  
1 THROUGH 3



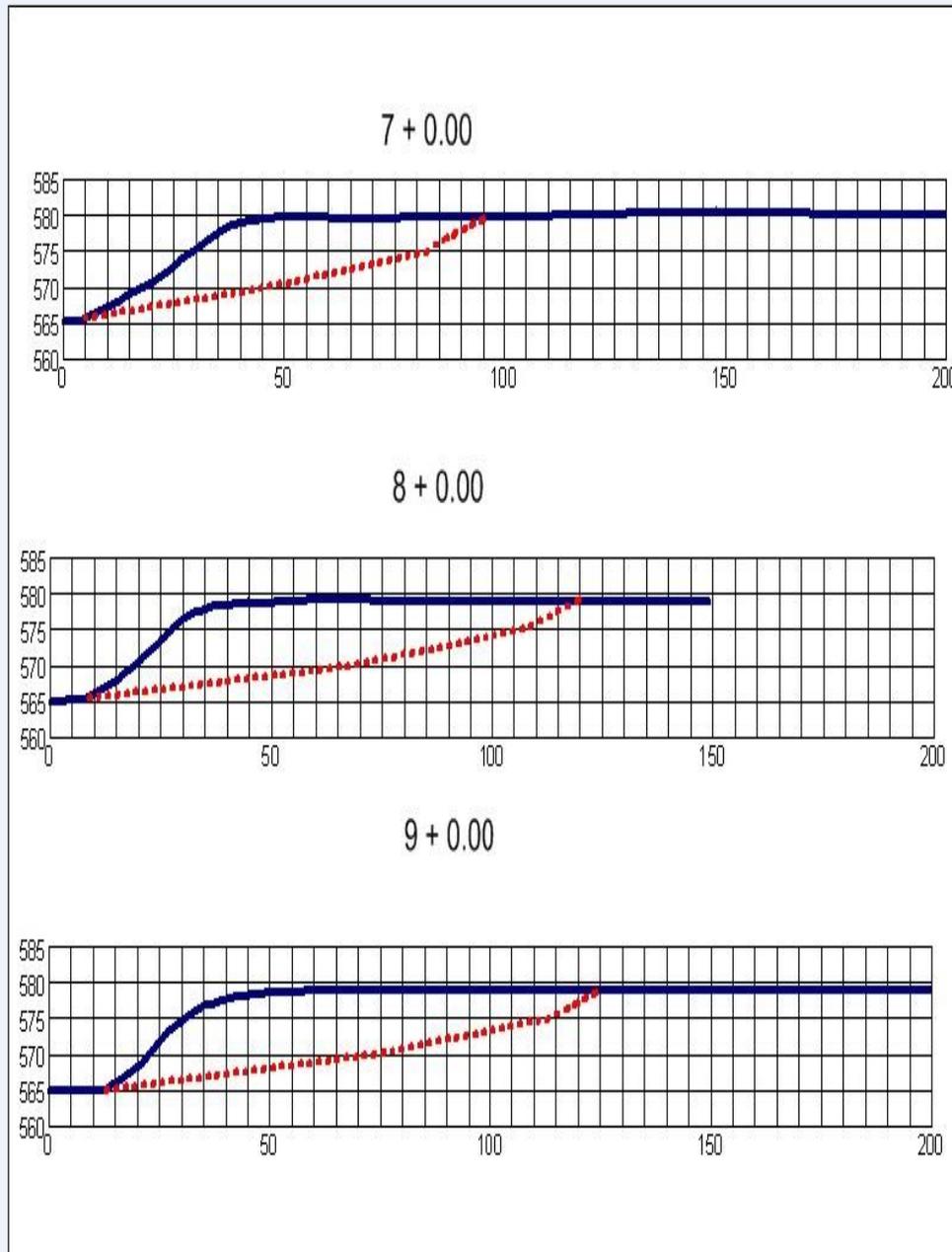
\* Updated Attachment 14-B for clarity.

ATTACHMENT 14 - C \*  
CROSS SECTION - CONTROL POINTS  
4 THROUGH 6



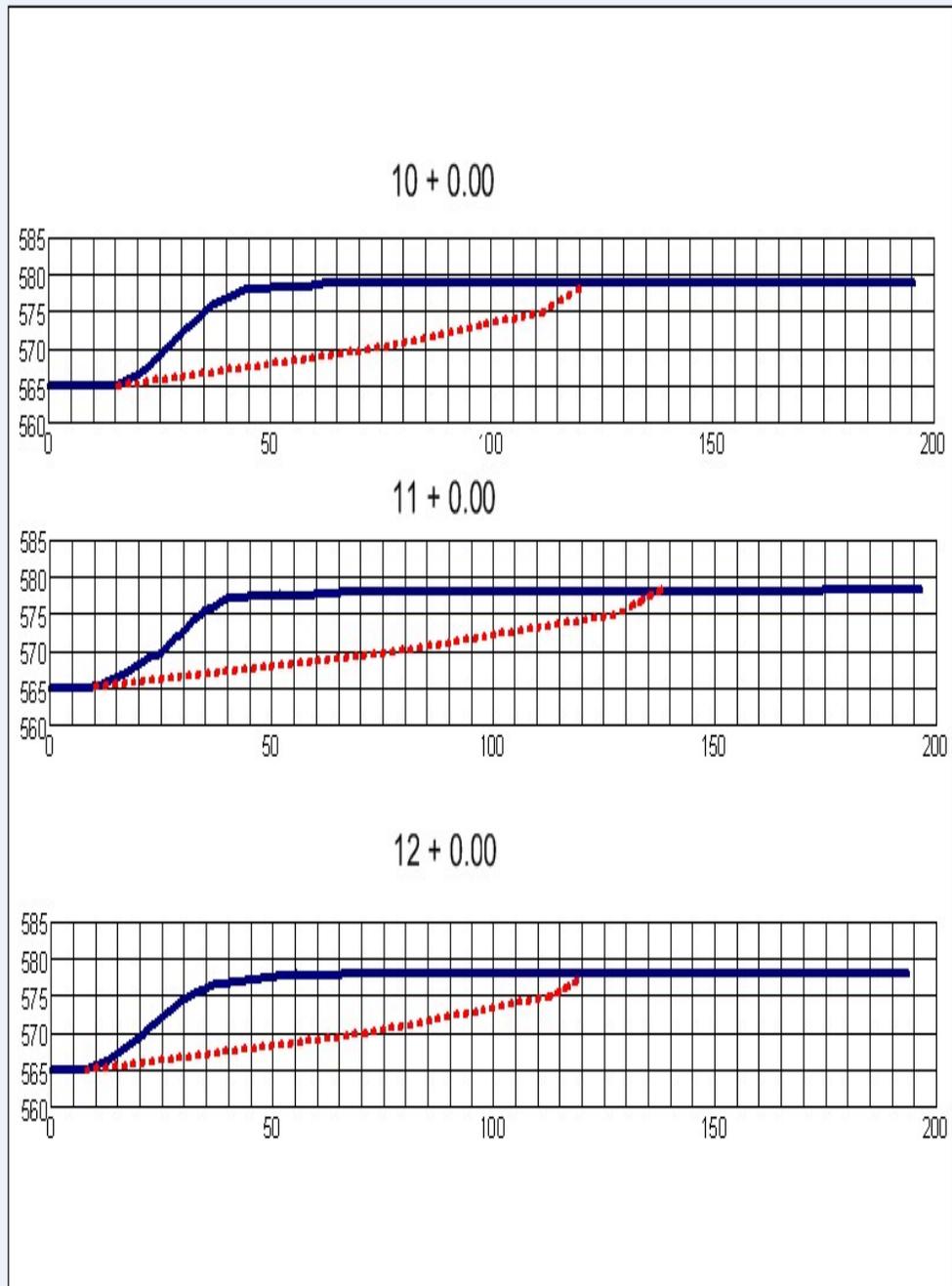
\* Updated Attachment 14-C for clarity.

ATTACHMENT 14 – D \*  
CROSS SECTION – CONTROL POINTS  
7 THROUGH 9



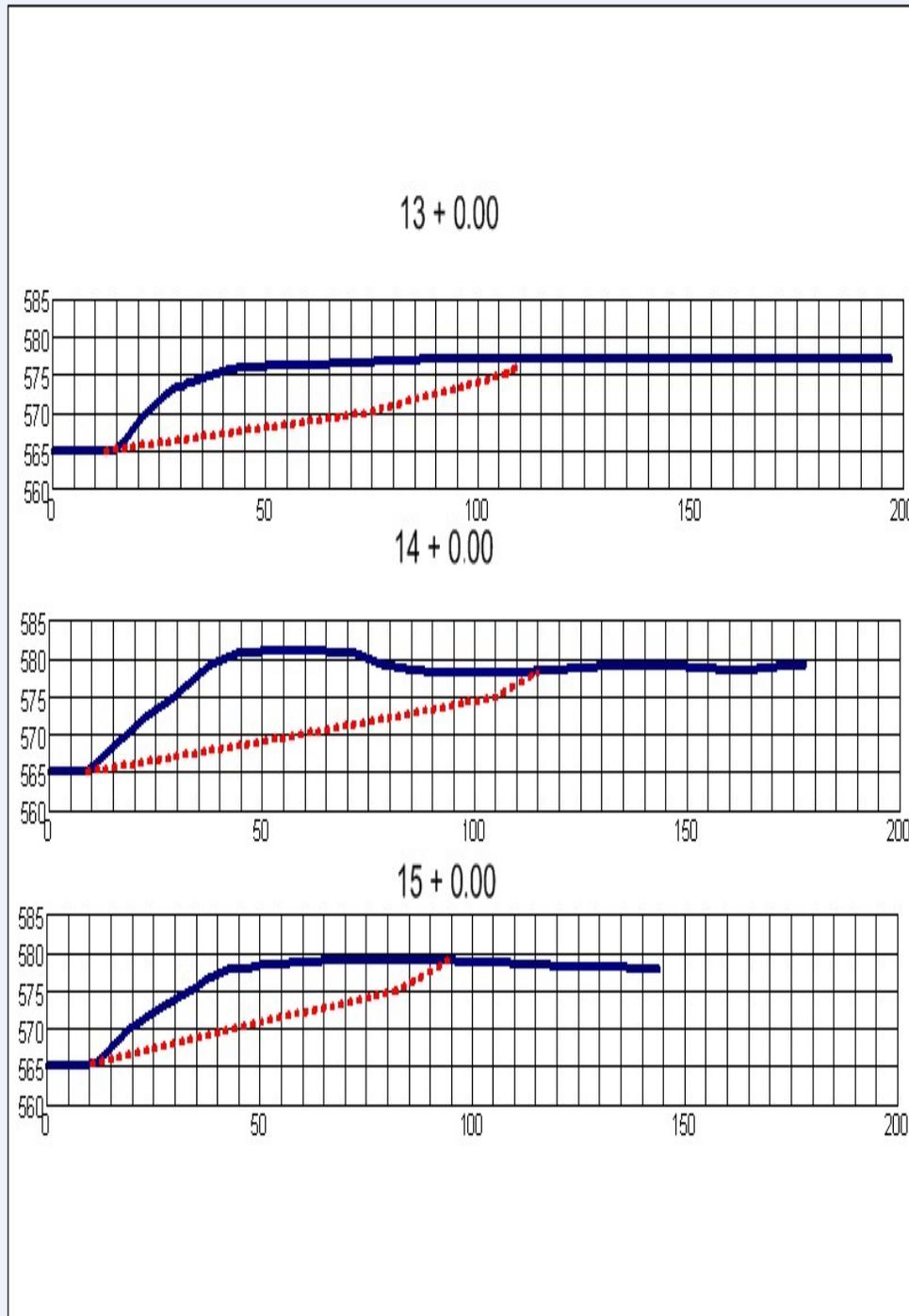
\* Updated Attachment 14-D for clarity.

ATTACHMENT 14 – E \*  
CROSS SECTION – CONTROL POINTS  
10 THROUGH 12



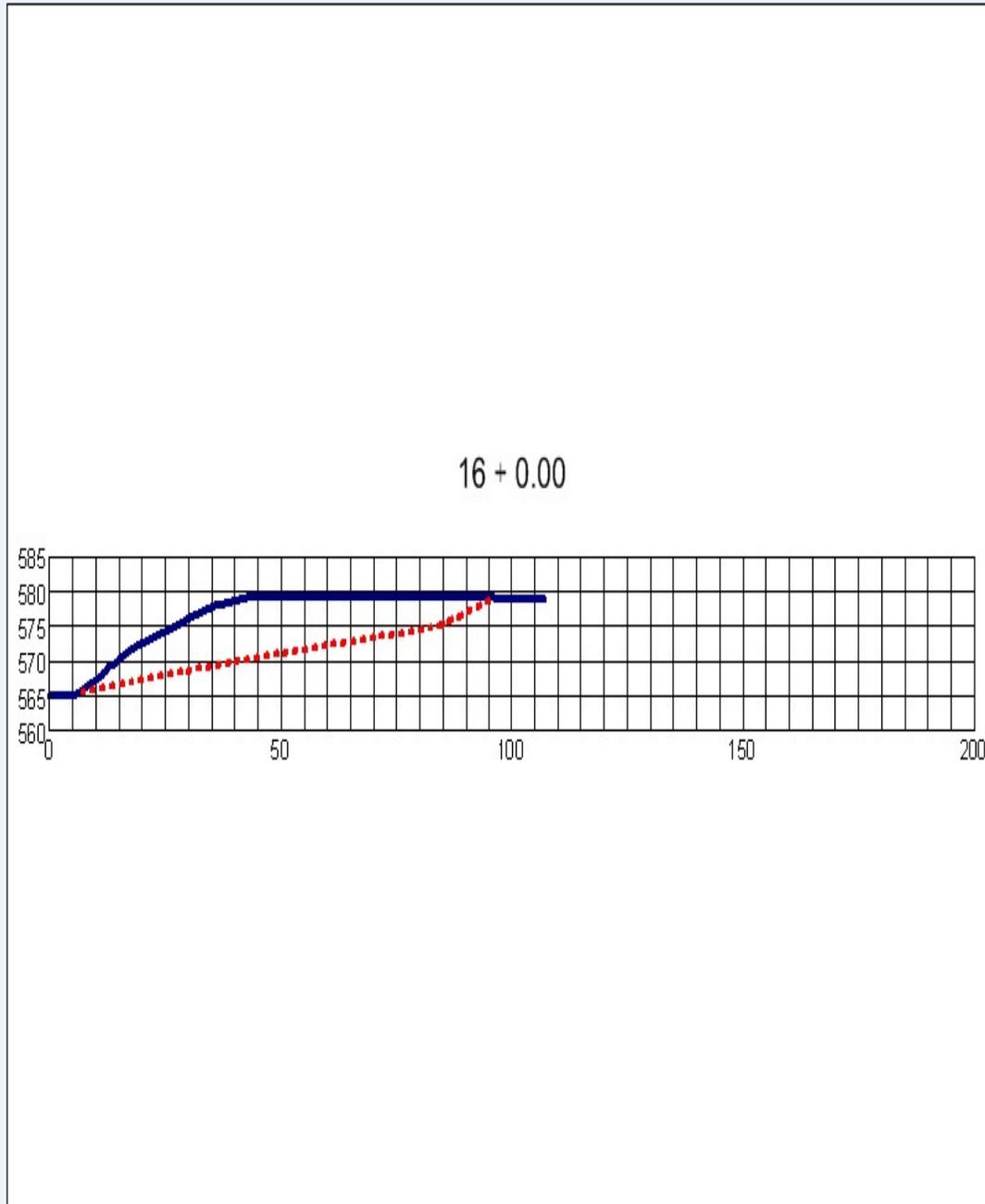
\* Updated Attachment 14-E for clarity.

ATTACHMENT 14 – F \*  
CROSS SECTION – CONTROL POINTS  
13 THROUGH 15



\* Updated Attachment 14-F for clarity.

ATTACHMENT 14 – G \*  
CROSS SECTION – CONTROL POINTS  
16



\* Updated Attachment 14-G for clarity.