

PART I

SECTION C

DESCRIPTION/WORK STATEMENT

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Section C – Description

This Request for Proposal (RFP) - Phase 1 is the first phase of the two-phase process defined in FAR 36.306. Offerors who are selected (maximum of five) based on the evaluation of their Phase 1 submittal to this request will be invited to participate in the second phase of this process. The second phase of this process will involve the submittal of a technical proposal and price proposal in response to the Phase 2 RFP requirements. The eventual, selected offeror will be required to execute work in compliance with this section (see also Section L).

C.1 Background on the Bark Camp Run Restoration Project

The Bark Camp Run Restoration Project consists of removal of dredged material stored at an existing US Army Corps of Engineers (USACE) Confined Disposal Facility (CDF) located at Fort Mifflin in Philadelphia, PA (Attachment J-1) and the placement of this material at the Commonwealth of Pennsylvania's Bark Camp Run Mine Reclamation Laboratory (Bark Camp) located in north central Pennsylvania (Attachment J-2). This project is part of a pilot ecosystem improvement effort focusing on the restoration of former Pennsylvania mining operations. The objective of the overall project is to demonstrate the suitability of dredged material for use in the restoration of abandoned surface mined lands and quantify the improvement to the affected ecosystem. More information about the restoration project can be obtained on the following web site: www.dep.state.pa.us/dep/DEPUTATE/MINRES/BAMR/bark_camp/barkhomepage.htm

The Fort Mifflin CDF, which will be the source of dredged material used in this pilot project, supports the Delaware River Philadelphia to the Sea and the Schuylkill River projects and is located in Southeast Pennsylvania, Philadelphia County, directly North of the Philadelphia International Airport. The USACE Fort Mifflin CDF is positioned at the confluence of the Schuylkill and Delaware Rivers on a site also known as Hog Island. The CDF facility and all of its operations are located entirely within federally owned property and lies within the Delaware River watershed.

Bark Camp will receive CDF dredged material. The material will be placed and monitored in accordance with parameters approved by PADEP for the improvement and protection of the Bark Camp ecosystem. Bark Camp is located in north central Pennsylvania in Huston Township, Clearfield County. Bark Camp and all its placement operations are entirely within State owned property.

Processing and placement of the material at Bark Camp will be performed by the PADEP on-site sub-contractor Clean Earth Dredging Technologies, Inc. (CEDTI). Placed materials will be monitored by PADEP to ensure that there are no negative impacts on ground or surface water. Once the material is placed, testing of the site, including ground and surface water, will be performed by PADEP and the Non-Federal Sponsor (Bennett's Branch Watershed Association).

C.2 General Scope of Work.

The project that is the subject of this RFP will entail:

- Conceptual design of infrastructure capable of supporting the transfer of up to 500,000 cubic yards (CY) per year of dredged material from any one cell at the Fort Mifflin CDF to any off site location. This infrastructure is referred to as the full production facility.
- Detailed design and construction of all or a portion of the full production facility as needed to transfer by rail 50,000 CY of dredged material from Cell A of the Fort Mifflin CDF to Bark Camp. This infrastructure is referred to as the initial production facility. Regardless of how the dredged material leaves the Fort Mifflin CDF (either by truck or rail), it must arrive at Bark Camp by rail.

The full production transfer facility design will have the following characteristics, capabilities and features:

- Rail and highway served
- 500,000 CY annual load-out capacity
- Truck loading and trailer staging area
- Railcar loading and railcar staging areas
- Computerized load-out reporting
- Separation process for removal of debris and vegetative matter
- Load out weights / Material measurement
- Office trailer and portable sanitary facilities
- Illuminated loading area
- Storm water control
- Dust control

All permanent infrastructures, with the exception of connector roads and new rail as required to connect to existing transportation infrastructure, must be within existing Federal property at the Fort Mifflin CDF.

This project is funded under the authority of Section 1135 of the Water Resources Development Act (Project Works Index [PWI] number 168942). The construction price of this contract cannot exceed \$4.0 million).

C.3 Detailed Scope of Work

C.3.1 Planning and Design Phase

Upon Notice to Proceed with this phase of work, the contractor selected at the completion at the two step solicitation process will undertake all planning and design activities necessary to develop and construct a transfer facility for the movement of dredged material commencing in March 2005 from the Fort Mifflin CDF to Bark Camp for

beneficial reuse. As a minimum, the transfer facility will have both rail and truck loading and transfer capability. Specific elements of this phase are defined below. See also Section H, Design Submittals.

Plans and Submittals. The following plans will be submitted by the contractor within 30 calendar days after receipt of Notice to Proceed. They will be reviewed and must be approved by the USACE, prior to the initiation of field related construction activities:

- Conceptual design drawings, including plan, profile and arrangement of a transfer facility for the movement of approximately 500,000 CY per year of dredged material from any one cell at Fort Mifflin to the transfer carriers. The design rationale that forms the basis for the overall sizing of the full production facility, including information such as assumptions of the number of cars per day, train size, track lay down area/size, etc.
- Geotechnical investigation (see Section H, part 01012)
- Construction design drawings of the initial production facility.
- Operation and Maintenance Manuals
- Project Schedule
- Permitting, Compliance, and Regulatory Coordination Plan
- Site Construction and Operation Plan
- Soil Erosion and Sediment Control Plan
- Soil Excavation Plan
- Transportation Plan - Will consist of a written description and diagrammatic illustrations as necessary, of how the contractor's proposed Fort Mifflin facilities will be used to receive, index, load, weigh, tarp and ship railcar equipment and how the proposed facility will be used to support shipment by truck. Such descriptions and diagrams shall address both the initial production facility and the full production facility. This plan will need to include analysis of rail carrier service schedules between Fort Mifflin and the Bark Camp interchange point, switching and railcar positioning requirements. The plan will also need to clearly define any proposed dependency on new or existing track facilities outside the Fort Mifflin CDF property boundaries to accommodate train arrivals, indexing and departures.

This transportation plan should include, but is not limited to, the following items:

- Railcar placement and indexing requirements for loading material
- Train handling requirements (equipment, personnel, coordination, restrictions) for arrival and departure trains at the Fort Mifflin facility
- Preparation of railcars for movement including applying tarps and railcar inspection
- Switching, repositioning and railcar bad-order setout requirements
- Frequency and number of railcars to be released or accepted at the facility at one time
- Rail locomotive power requirements to assist material loading or switching operations

- Rail transportation schedules and the number of railcars to be moved at one time
- Truck routing and parking considerations
- Bark Camp Coordination Plan - Plan for coordinating with the Bark Camp operator, including clear definition and agreement on when responsibility for rail cars and transported material is transferred between contractors and the agreed upon transfer point. This plan shall be consistent with the Communication and Coordination Plan prepared by CEDTI and will incorporate items such as the following:
 - Project personnel and defined roles and responsibilities
 - Proposed tracking procedures and documentation
 - Communication and notification of delivery schedules
 - Contingency procedures due to inclement weather or other unforeseen circumstances
 - Coordination procedures for rail car acceptance and return
 - Communications between CEDTI and Project Management Team for Fort Mifflin CDF Excavation Project
 - Problem resolution procedures.
- Site Specific Health and Safety Plan
- Quality Assurance/Quality Control Plan (See Section J)
- One set of digital images documenting existing conditions of roadways, dikes, wetlands, and other site features.

The schedule and plans should be of sufficient detail as to clearly describe when and how the work will be performed, and how quality will be monitored and verified during each contract phase.

The Project Schedule will be developed in Primavera Project Planner for the Enterprise (P3e), utilizing the USACE work breakdown structure (WBS) for all phases of the contract. The schedule will contain tasks and responsible (ACTION) parties.

The Site Construction and Operation Plan will address the full production facility that accommodates excavation from any of the three cells at the Fort Mifflin CDF and the loading and transportation of 500,000 CY of dredged material annually by rail or truck.

Other items that need to be addressed as part of the Site Construction and Operation Plan are as follows:

- Site preparation considerations for storm water management
- Material handling requirements to get excavated material from excavation area into transportation vehicle (truck or railcar). Please note that it may be necessary to incorporate off road equipment.

Wetlands in the area of the Fort Mifflin CDF may not be destroyed or adversely impacted by construction and operations at the site. Approximate wetland locations are shown in

Attachment J-3. The selected contractor will be responsible for verifying locations and limits of potentially affected wetlands and coordinating with regulatory agencies.

As part of the 1135 Ecosystem Restoration program, no impacts to an ecosystem should occur in order to improve that ecosystem. As a result, the design should identify and avoid critical environmental resources. The final Environmental Assessment (EA) has identified most of these resources and preliminary coordination with resource agencies has identified natural resource areas of concern under each agency's jurisdiction.

The Site Construction and Operation Plan will also define a first phase development the initial production facility that accommodates the excavation, loading and transportation of 50,000 CY dredged material from the Fort Mifflin CDF to the Bark Camp rail-unloading site. The excavation plan for 50,000 CY of dredged material will be consistent with the excavation limitations shown in Attachment J-4, and will describe temporary access roads, mats or timbers that may be necessary to remove the material from the proposed excavation area, as well as any preparatory work that may be necessary to access the proposed area of excavation. Moving of dikes is acceptable, provided that:

- a. The integrity of any disturbed cell is restored
- b. Dike construction conforms to USACE requirements (see C.3.4 Additional Project Specifications)
- c. There is no more than a ten percent loss in overall cell capacity

Restrictions related to height of excavation equipment and other flight path restrictions should be coordinated with the Philadelphia International Airport.

As a component of the Health and Safety Plan, an Activity Hazard Analysis (AHA) shall be prepared and documented for each phase of the project. The accident prevention plan shall be written for the specific work and hazards associated with the work and submitted for review and approval.

All drawings shall be prepared in AutoCAD format in accordance with the specifications provided in Attachment J-5.

Environmental Compliance/Permits. The EA (see Attachment J-6) conducted for the project was developed on the premise that no impacts to waters of the United States or wetlands and other critical habitats would occur during the construction and operation of a transfer facility and rail line at Fort Mifflin CDF.

The selected contractor shall as part of this effort:

- Coordinate draft/final design with appropriate Federal, State, and local resource agencies, Pennsylvania Department of Environmental Protection, Pennsylvania Fish and Boat Commission, Pennsylvania Game Commission, United States Fish and Wildlife Service, State Historic Preservation Office, Environmental Protection Agency, and National Marine Fisheries Service.
- Insure compliance with construction and timing restrictions imposed by those agencies. For example, the Pennsylvania Game Commission has imposed a construction timing restriction in the event herons or Great Egrets are nesting at the

site. The contractor is responsible for conducting a habitat and bird survey of the site to verify the validity and need of the timing restriction.

- Secure the coastal zone consistency statement from the State of Pennsylvania.
- Secure a NPDES land disturbance permit from the State of Pennsylvania for earth disturbance greater than one acre as a result of transfer facility and rail line construction. Disturbance associated with removal of previously dredged material is not included in the one acre.
- Secure any other applicable permits.

As part of the 1135 Ecosystem Restoration program, no impacts to an ecosystem should occur in order to improve that ecosystem. As a result, the design should identify and avoid critical environmental resources. The EA has identified most of these resources and preliminary coordination with resource agencies has identified natural resource areas of concern under each agency's jurisdiction.

The following coordination activities also apply to this contract:

- The contractor is responsible for coordinating with the Federal, State, and local resource agencies upon completion of a project plan and design.
- The USACE Philadelphia District's Environmental Resources Branch will provide environmental laws and compliance oversight for the project. The contractor is responsible for furnishing, to the Environmental Resources Branch and USACE Project Manager, copies of coordination letters, e-mails, phone logs, and other correspondence with natural resource agencies within a week following the coordination. In addition, any permit applications, EA revisions, or other applicable documents shall be reviewed by the USACE prior to submittal or public dissemination.
- An Environmental Resources Branch biologist will be notified of any pre-application permit meetings, site meetings with natural resource agency representatives, and biological site surveys prior to conducting them. A USACE representative will attend as scheduling permits.
- The contractor is responsible for providing monthly environmental permits and coordination status reports to the USACE Environmental Resources Branch representative within the first week of every month.

C.3.2 Facility Construction Phase

Following issuance by the USACE of Notice To Proceed with construction, the selected contractor shall construct the initial production facility as shown in the construction drawings. The construction must include the connection to both the rail and roadway networks; and a rail transfer facility with the capacity to transfer 50,000 CY. The construction must be the first phase of the 500,000 CY Site Construction and Operation Plan full production facility. Specific elements of the construction phase are defined below.

Mobilization. Mobilize personnel, equipment and other project resources to the site in a timely manner to complete the anticipated scope of work. The contractor is expected to mobilize to the site within ten work days from the date the USACE gives Notice To Proceed.

Site Preparation. Prepare the site to support the field activities. Site preparation activities include but are not limited to the installation of temporary utilities, clearing and grubbing as necessary to access the work areas, installation and maintenance of haul roads, establishment of a contractor laydown area as necessary to support the construction work, establishment of contractor office complex and portable sanitary facilities.

Buildings may be removed in the project area (except in exclusion areas noted in Attachment J-1), but such removal is the sole responsibility of the contractor, including any and all permits and inspections necessary for this activity. All coordination as part of this process, such as with the Resident Engineer, National Guard, and/or the Philadelphia International Airport, is also the responsibility of the Contractor.

Soil Erosion and Sediment Control. Install, maintain and remove (at the conclusion of project activities) soil erosion and sediment control devices. The location and type of control devices shall be as shown on the contractor-prepared Soil Erosion and Sediment Control Plan that will be presented to and approved by the USACE prior to mobilization.

Construction of Transfer Facility. Construct the initial production facility that will serve the current transportation needs associated with the initial removal of 50,000 CY of dredged material as well as future dredged material transportation projects (up to 500,000 CY per year). The contractor will be responsible to identify and secure (via purchase or easement) any land needed to bring rail service from the main rail line and road connections to the transfer facility, and to implement the full production facility. All lands, easements, rights of way and permits necessary to implement the full production facility will be surrendered to the Government at the end of the contract. The installation of an office trailer and portable sanitary facility as part of the initial production facility is assumed.

C.3.3 Material Transportation Phase

Following issuance by the USACE of Notice to Proceed with material transportation, the selected contractor will undertake all operations necessary to transfer 50,000 CY of dredged material from Cell A at the Fort Mifflin CDF to Bark Camp. It is anticipated that the material transportation phase will commence in March 2004. The contractor will use the initial production facility designed and constructed in accordance with the USACE-approved plans submitted in the Planning and Design phase of this project, and in compliance with all applicable Federal, State and local environmental laws and regulations, and the EA (the EA is included as Attachment J-6). In addition to administering and maintaining the approved Health and Safety Plan, QA/QC Plan, Construction and Operation Plan, Transportation Plan, Soil Erosion and Sediment Control Plan, and Project Schedule, the selected contractor will execute the specific elements of the Material Transportation phase defined below.

Dredged Soil Excavation. Excavate 50,000 CY of dredged material, transport excavated dredged material to the initial production facility, and load into railcars. Clear and grub to remove surface vegetation prior to excavation. Vegetative material must be removed prior to material loading and stockpiled on site within the cell of origin. The Fort Mifflin CDF must remain intact and a process for monitoring, controlling and recording the

contractor's removal process must be developed. Within Cell A, materials may be excavated to elevation to an elevation of +20 feet NAVD 1988. No excavation shall be deeper than +20 feet NAVD 1988 for any purpose without approval from the USACE Contracting Officer's Representative (COR).

The contractor shall be permitted to excavate material from within the boundaries shown on Attachment J-4. The contractor shall survey cross sections of the excavation area before and after his excavation and compute the quantity of material removed. All surveys shall be of third order accuracy. A copy of these cross sections, field notes and computations will be furnished to the Government for verification and inclusion in the project history. The contractor shall be responsible for dressing the area before final cross sections are taken. Cross sections showing the "before excavation" conditions shall be furnished to the Government at least two weeks prior to the excavation of any material.

The contractor shall be required to maintain a 3H to 1V slope along the perimeter of the excavated area. Abrupt changes of grade shall be avoided. "Abrupt" is defined as vertical or near-vertical slopes. The area shall be excavated in a manner that will afford adequate drainage. The contractor shall provide drainage from the excavation area to preclude any ponding of water. Drainage ditches through materials within the excavation limits to the sluice are permitted. Moving the sluice structure and the associated drainage pipes is not permitted. No drainage ditches through the dikes will be permitted. No material will be removed or other excavations made outside the approved area except for the construction and restoration of roadways and cell access points. The contractor shall be responsible for regrading, leveling, and/or repairing any and all Government-owned or controlled roadways, right-of-ways, structures (i.e., dikes, embankments, etc.), or drainage networks that are damaged by the contractor. All damaged facilities/structures shall be repaired or replaced to their previous condition or to a condition satisfactory to the COR.

The limit of excavation shall be no closer than 50 feet to the existing or proposed new interior toe of the earthen dike that makes up the perimeter of the disposal area cells and no closer than 150 feet to the existing toe of the airport's lighting berm. These limits are shown on Attachment J-4.

Any damage to the existing dikes shall be restored and interfering access roads removed and the area returned to an acceptable condition. Any dikes that are breached in order to gain access to the interior of the disposal area shall be restored to their original lines and grades. In general, the dikes shall be reconstructed by placing 2-foot horizontal loose lifts of soil compacted with the minimum of four passes of a dozer, Caterpillar D6 or larger, with full coverage. The interior slope of the dike shall be 3H to 1V, the exterior slope shall be 2H to 1V, and the crest of the dike shall be 15 feet wide.

All dredged material cover vegetation (i.e., herbaceous and woody weeds, brush and trees) occurring on top of the area disturbed by the contractor in order to excavate material to be used for fill will be stockpiled within Cell A. Construction debris, degradable material, and oversized dredged material not suitable for transfer can also be stockpiled in Cell A. Plastic and other synthetic material encountered at the site must be

removed from the Government-owned containment facility and hauled offsite to an approved disposal location.

Material that is larger than four inches in any dimension must be removed prior to shipment. Oversize material, including construction and demolition debris, with the exception of plastics and other synthetic material, shall be returned to the CDF after excavation activities are complete.

Transportation of Dredged Material. Ship to Bark Camp in accordance with all applicable requirements governing the transport of dredged material. Material to be transported by railcars or trucks must be measured, documenting (by railcar or truck identification number and date) the amount of material loaded. Rail or truck bills of lading will be required and will include material weight and date and time shipment leaves Fort Mifflin. Shipping documents must be provided as required to transportation agents and destination site operator. The destination site operator will require a record of daily shipments, listing all railcars or trucks shipped by car number and bill of lading number.

Material shipped by rail shall be shipped to the Penfield interchange, where responsibility for the railcars will be transferred to CEDTI (a different interchange or transfer location is acceptable if agreed upon through negotiation with CEDTI and approved by the USACE). A waybill tracking consultant will be employed to facilitate the tracking of railcar locations in transit to Bark Camp. The following waybill tracking consultant (or comparable consultant as agreed to by CEDTI and approved by the USACE), will be used by both the selected contractor and CEDTI:

Resource Bulk Handling
 P.O. Box 586
 Medford, NJ 08055
 Phone: (609) 268-3438
 Fax: (609) 268-3403
 Attn: Steven H. Morris
 e-mail: shmrhb@comcast.net

Site Restoration and Demobilization. Promptly remove all equipment from dredged material storage cells upon completion of operations. Remove all non-permanent facilities and resources that were installed or used to support site work, construction activities, and removal of dredged material. All permanent facilities approved and constructed for this operation (other than the main rail line switch) will revert to USACE ownership at the completion of this operation. Provide one set of as-built plans and photographs documenting post-construction conditions at the site.

C.3.4 Additional Project Specifications

Additional project specifications are described in this Section as follows and in Section H, Special Contract Clauses (i.e., Part 01012, Design after Award; Part 01330, Submittal Requirements; Part 01380A, Construction Photographs, and Part 01451, Contractor Quality Control)

Dredged material characteristics. The material within the borrow limits of Cell A at the Fort Mifflin CDF is a heterogeneous mixture of silt, sand and gravel dredged from the Schuylkill and Delaware Rivers. In general, the material within this cell is predominantly silt, with areas that contain sand and gravel being concentrated in the portion of the disposal area where the discharge pipe is located. A small percentage of trash/debris is expected to be included in the dredged material. On average, the dredged material at the Fort Mifflin CDF weighs 1.35 tons per cubic yard. It is anticipated that screening and drying of dredged material from Cell A will not be required prior to shipment.

The dredged material in Cell A is classified as non-hazardous. Material size shipped from Fort Mifflin will not exceed four inches in any dimension.

Hours of Operation. The contractor shall be permitted to work at the site from 7:30 a.m. to 4:00 p.m., Monday through Friday, except Federal holidays (work during other times may be allowed with prior written approval). The CDF cells will not be available for excavation from mid-December through mid-March. No construction, excavation, material transport, or other activities shall be conducted on Saturday or Sunday without prior written consent from the USACE. Operations for the full production facility must consider that the CDF cells will not be available for excavation from mid-December through mid-March.

Traffic guidance for entrance and exit. The contractor shall be responsible for providing and maintaining access to the site. All access to and from the site shall be via Penrose Ferry Road (shown on Attachment J-2). It is anticipated that the access road from Penrose Ferry Road to the disposal area will require some modification to improve the road for the traffic that will travel on it. The access road modification may include the use of geosynthetics and gravel. The Contractor shall inspect the access road and determine the appropriate improvements that need to be made. No construction vehicles shall be permitted to travel outside the limits of the work area through USACEs' Fort Mifflin Project Office at any time for the duration of the contract without prior written consent from the USACE.

The contractor shall be responsible for regrading, leveling, and/or repairing any and all Government-owned or controlled roadways that may be damaged in any way and where caused by the contractor during construction or removal operations. All damaged roadways shall be regraded/repared to their previous condition or to a condition satisfactory to the Government Representative.

Safety. The contractor shall perform work and abide all regulation in EM 385-1-1, "Safety and Health Requirements Manual," dated September 3, 1996. Of note is that Roll-Over Protection (ROP) shall be used when working on slopes to afford protection to the operators of construction equipment (Section 16.B.12).

Bark Camp Destination. Location and contact information:

Clean Earth Dredging Technologies, Inc. (CEDTI)
#1 Bark Camp Road
Penfield, PA 15849
Phone: (814) 637-5831
Fax: (814) 637-5832

Site Manager: Mr. Christopher Amoratis

Alternate contact information:

Clean Earth Dredging Technologies, Inc. (CEDTI)
2337 North Penn Road
Suite 100
Hatfield, PA 19440
Phone: (215) 996-4172
Fax: (215) 996-5652
President: Mr. Steven Sands

Refer to U.S. Geological Survey (USGS) Penfield Quadrangle for area map.

Operations at Bark Camp. The contractor is responsible only for transportation of the material to the Penfield Rail Yard and coordinating the times and quantities with CEDTI, the Bark Camp operator. The unloading of rail cars, additional material processing if required, and the final placement and monitoring at Bark Camp will be the responsibility of CEDTI. Railcar costs incurred at Bark Camp due to failure to unload railcars within 48 hours will be the sole responsibility of CEDTI.

Normal Bark Camp operating hours are 6:30 a.m. to 4:00 p.m. Extended hours are worked as required. Deliveries typically are not accepted from November 1st through March 31st. Coordination of railcar delivery and removal with CEDTI is the offeror's responsibility.

Rail Service to Bark Camp. The destination location is currently served by Buffalo & Pittsburgh Railroad, with normal five days per week service and sixth day service as required. Rail deliveries are currently handled in 30 rail car strings with a combined capacity range of approximately 1,900 to 3,000 CY per railcar string. Each railcar is 56 feet in length with a material capacity range of 65 to 100 CY or 100 to 110 ton per gondola. Contact information:

Buffalo & Pittsburgh Railroad
Suite 200
1200-C Scottsville Road
Rochester, NY 14624
Phone (800) 603-3385

To simplify operations at Bark Camp and minimize costs overall, the Fort Mifflin CDF contractor will comply with following specifications:

- Material shall arrive at Bark Camp in 110 ton (2800 cubic foot) Western Mill gondola cars, or in comparable rail equipment approved by CEDTI and USACE.
- CEDTI shall place the tarps securely within the empty rail cars following removal of dredged material at Bark Camp. The Fort Mifflin CDF contractor shall retain responsibility for supply and replacement of tarps.

- A minimum one foot freeboard shall be maintained below top of railcar when loading material at the CDF.
- All openings or holes in rail cars shall be closed and sealed to prevent material loss during transit.
- Material shall arrive at Bark Camp within the hours of 6:30 a.m. to 4:00 p.m., Monday through Friday, with extended hours as agreed upon through negotiation with CEDTI. No shipments shall be scheduled to arrive at Bark Camp between November 1st and March 31st.
- Material shall be shipped to Bark Camp in dedicated equipment strings. Alternatively, if general service rail equipment is used, the Fort Mifflin CDF Contractor shall make arrangements and assume all costs for cleaning railcars prior to release of equipment from CDF transfer service. In either case, it shall be the sole responsibility of the Fort Mifflin CDF contractor to ensure that cars used in this transfer service are cleaned prior to their return to the rail car supplier.
- Rail shipments to Bark Camp shall consist of a minimum of 20 cars and a maximum of 40 cars per day.
- The total elapsed time for material shipment (i.e., from first to last shipment arrival at Bark Camp) shall not exceed 25 work days (five work weeks).

If the Fort Mifflin CDF contractor fails to perform in accordance with these constraints, excluding reasonable weather delays, liquidated damages in the amount of \$10,150.00 per day will be assessed.

Contract Management: See Section G

Quality Control. The contractor is responsible for quality control and shall establish and maintain an effective quality control system in compliance with the contract clause titled "Inspection of Construction" (see Sections I). The quality control system shall consist of plans, procedures, and organization necessary to produce an end product which complies with the contract requirements. The system shall cover all planning and design, construction, and material transportation operations, both onsite and offsite, and shall be keyed to the proposed planning and design, construction, and material transportation sequence. The site project superintendent will be held responsible for the quality of work on the job and is subject to removal by the Contracting Officer (KO) for non-compliance with quality requirements specified in the contract. The site project superintendent in this context shall mean the highest-level manager at the site responsible for the overall construction activities, including quality and production. The site project superintendent shall maintain a physical presence at the site at all times, except as otherwise acceptable to the KO.

Additional quality control requirements are provided in Section H.