



State of New Hampshire
DEPARTMENT OF NATURAL & CULTURAL RESOURCES
DIVISION OF PARKS & RECREATION
BUREAU OF TRAILS

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Monday February 9, 2026

Addendum #1 to answer questions

For

Bridge Approach Construction & Bridge Installation on Corridor 19 Snowmobile Trail in Chatham, NH

Department of Natural and Cultural Resources, Division of Parks and Recreation, Bureau of Trails

Request for Bid DNCR 2026-10 (Project Number TB-2601)

Key dates for bid timeline:

- Bid period opens on January 13, 2026
- End of Q&A period: Thursday February 19, 2026.
- State reply posting from Q&A period: Thursday February 26, 2026
- End of Bid period/Bid Opening: Thursday March 5, 2026.

ADDENDUM #1

TO: ALL CONTRACT BIDDERS

This addendum forms a part of the contract documents and modifies the bidding documents for **Bridge Approach Construction & Bridge Installation on Corridor 19 Snowmobile Trail in Chatham, (PROJECT No. TB-2601)**, with amendments and deletions noted below.

Acknowledge receipt of this addendum in the space provided in the bid proposal form. Failure to do so may disqualify the Bidder.

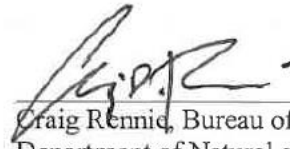
This addendum consists of **7 pages**.

CLARIFICATION TO BID QUESTIONS:

1. **Bridge Delivery & Setting Coordination:** We understand DNCR will procure the two prefab modular bridges separately and that the contractor will coordinate delivery timing with ADM Welding. Is there a preferred lead time DNCR anticipates between delivery and setting, or flexibility based on contractor sequencing?
 - a. RESPONSE: The ideal scenario is the bridges are delivered when they are ready to be set in place on the abutments that the construction company is going to build. This way there is no storage of the bridges themselves.
2. **Site Access & Staging:** Are there any known limitations or preferred locations for staging equipment and materials at either bridge site that bidders should account for beyond what is shown on the plans?
 - a. RESPONSE: Any locations beyond what is shown on plans need to be in coordination with the White Mountain National Forest Saco Ranger District Office. The lot cleared across McDonough Brook Road is available depending on timing.
3. **Allowance Usage:** The bid documents include a \$10,000 allowance for unforeseen conditions. Can you confirm whether this allowance is intended primarily for subsurface or site condition variability, and whether DNCR anticipates any likely triggers based on prior site investigations?
 - a. RESPONSE: DNCR confirms this \$10,000 allowance is for site conditions or subsurface variability and no triggers are anticipated based on field observations
4. **Environmental Oversight:** Will the White Mountain National Forest GTI be present on site daily during construction, or should contractors anticipate scheduled inspections at key milestones?
 - a. RESPONSE: WMNF inspectors will be onsite when possible and at key milestones.
5. **Bid Evaluation Considerations:** While we understand lowest qualified base bid is typically the determining factor, are there specific experience elements (bridge setting, forested sites, trail work) that DNCR considers critical when evaluating contractor qualifications?
 - a. RESPONSE: Bidders are welcome to add relevant experience to their proposal, however, per state rules, the lowest *qualified* bidder is chosen when awarding bids.
6. **Construction Access Authorization:** what are the allowable vehicle types and weights?
 - a. RESPONSE: Please see attached load ratings for all bridges (3 attached documents) including the Langdon Brook bridge located off Toad Hill Rd.
7. Will there be **gate removal** or modification if needed?
 - a. RESPONSE: DNCR & WMNF does not anticipate gate removal or modification, if the contractor needs the gate removed to perform construction activities or access it is to be removed and reinstalled at contractors' expense to its pre-disturbed condition.
8. For any **culvert load ratings:** what is the maximum GVW (gross vehicle weight) and the axel load limits?
 - a. RESPONSE: Legal loads are acceptable. Any overloads will require permits and will need to be reviewed by WMNF.

9. For **bridge crossings for construction equipment**: please confirm whether any existing bridges or culverts are intended to be crossed by: crane carriers, concrete trucks, bridge delivery trailers. If yes: provide stamped load rates.
 - a. RESPONSE: Any overloads to be carried over Forest Service bridges are to be submitted for review with vehicle loads and tire configurations. Please see attached load rating reports for legal loads. Please request permitting through NHDOT or Maine DOT for all other structures along the route.
10. What will the **new bridge weights** be:
 - a. Total weight of each new bridge:
 - i. RESPONSE:
 1. 50' bridge = 40,000# +/-
 2. 70' bridge = 70,000# +/-
 - b. Pick weights (including rigging):
 - i. RESPONSE: Pick weight for each bridge is approximately half the total weight. Weight of rigging not included [selection of rigging is contractor's means / methods].
 - c. Center of gravity information:
 - i. RESPONSE: Longitudinally the center of gravity will be at centerline of bridge. Bridge sections will be heavier towards the exterior [guardrail] side than the interior side.
11. **Bridge delivery configuration**,
 - a. will it be: as a **single unit**, in **sections** or with **field splices**?
 - i. RESPONSE: Each bridge will consist of two modular sections, each nominally 8' wide x full-length. The sections are set in place one at a time, aligned, and bolted together. After the two sections are bolted together a series of steel "center" panels are set in place by hand to cover the bolt-splice location(s).
 - b. And identify **delivery vehicle requirements**.
 - i. RESPONSE: 50' bridge will most likely be delivered on a typical flatbed tractor-trailer as a single load with one section stacked on top of the other. 70' bridge will be delivered on two extendable trailers with one section / half on each trailer. ADM will do our best to accommodate the contractor's preferred day of the week / time of day for delivery of the 70' bridge, however our flexibility will be limited by travel restrictions in the over-length permits [no weekend travel, daylight travel only, etc.], coordination considerations with the pilot car(s), and the limited number of places to stop that are accessible to loads this long.
12. **Concrete truck access**: what is the approved route & load limits?
 - a. RESPONSE: Forest Service route is Langdon Road. The bridge on this road is rated legal load limits.
13. Where are the approved **staging areas** for: bridge staging, crane setup, concrete pumping, material storage?
 - a. RESPONSE: McDonough Brook Road in the vicinity of the bridges will be closed for contractors use. In coordination with the WMNF Saco Ranger District, the contractor will be able to use the landing across from McDonough Brook entrance off Langdon Road. WMNF has an active timber sale using this area so timing of use will need to be outlined by contractor and approved by WMNF.
14. **Permits**: Are there any other permits needed other than a wetlands permit?
 - a. RESPONSE: None known at this time.
15. **Bridge delivery**: In general conditions, it states that the contractor will coordinate with bridge fabricator for delivery: Who is funding the bridge delivery and when will the bridges be built and ready for delivery?
 - a. RESPONSE: ADM welding & Fabrication will be fabricating the bridges and delivering to the site. The RFB that this project is for will be required to coordinate delivery times with ADM in order to ensure the bridges are delivered when the contractor is ready to set the bridges in place. Timing for the bridge deliveries is tentatively for mid-summer based upon project progression.

16. **Other operations:** Will there be any other operations in the area that we need to be aware of?
 - a. RESPONSE: There will be a timber harvest in the area of Langdon Road during this project.
17. Bridge: Do we need to **quote wood for decking** the bridge?
 - a. RESPONSE: The decking for the bridges will be included in the bridge delivery by ADM as the decking was part of the RFB for that commodity purchase.
18. Do you have **shop drawings/assembly plans** from the manufacturer of the bridges available?
 - a. RESPONSE: The shop drawings are in progress but not yet complete from ADM.
19. Do you have any **Existing Condition photos** of the bridge sites that show them without snow on the ground?
 - a. RESPONSE: Yes – these will be provided but they are from 2021. *See attached photos with this addendum.*
20. With the **Tree Cutting Limitations** for the project being between November 1st and April 15th, are tree removals going to be handled by others to enable construction this year?
 - a. RESPONSES: Further consultation determined that the project area does not provide habitat that would trigger concerns for protected bat species. Therefore, no additional seasonal timing restrictions or related contract provisions are necessary.
21. Can the **existing bridges be left in place** to enable materials to be stockpiled on the far sides of the bridges for construction?
 - a. RESPONSES: The existing bridges will be removed by DNCR staff. We can coordinate at the pre-construction meeting for stockpiling materials near to the site.
22. The plans call for the installation of **live stakes** within the stabilized river banks. The only viable time to install live stakes are in the spring when you can harvest the dormant live limbs and be installed prior to bud break. What is the plan for this work given the construction schedule?
 - a. RESPONSE: The contractor is to make an efforts to source and install live staking materials where feasible. With timing of the award not optimal for harvest and it is noted.



Craig Rennie, Bureau of Trails Chief
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Division of Parks and Recreation
Bureau of Trails

Photos taken on September 29, 2021.

Bridge 1: Currently 26'4" x 12'1". GPS: 44.157144⁰N, 71.035938⁰W.

Photo 1: facing north looking at bridge 1. Bridge 2 is in distance up road/trail.



Photo 2: Bridge 1's north abutment.



Photo 3: Bridge 1's south abutment.



Bridge 2: Currently 28'7" x 12'3". GPS: 44.157201⁰N, 71.036310⁰W.

Photo 4: Bridge 2 facing north.



Photo 5: Bridge 2 from downstream facing west.



Photo 6: Bridge 2 south abutment



Photo 7: Bridge 2 north abutment



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