



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



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February 18, 2026

Addendum Number 1

For

Rail Removal and Salvage Project for Berlin Branch Corridor in Bethlehem, NH.

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

Project Number TB-2602

ADDENDUM RESPONSE TO QUESTION & ANSWER PERIOD

TO: ALL CONTRACT BIDDERS

This addendum forms a part of the contract documents and modifies the bidding documents for **RAIL REMOVAL AND SALAVEG PROJECT on the BERLIN BRANCH RAIL CORRIDOR in BETHLEHEM, NH, PROJECT No. TB-2602**, with amendments and deletions noted below.

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

This addendum consists of 3 pages.

CLARIFICATION TO BID QUESTIONS:

1. Are liquidated damages associated with this contract?
 - a. RESPONSE: The liquidation damages with this project are specified on page 4 of the General Conditions.
2. Is a Bid Bond required? If so, in what percent of the bid?
 - a. RESPONSE: no bid bond is required with this project.
3. Are Payment and/or Performance Bonds required upon award?
 - a. RESPONSE: no payment or performance bonds are required upon award. Payments will be made after state staff are satisfied with the project's progression and/or completion.
4. Do you have an estimated project cost?
 - a. RESPONSE: there is no estimated project cost.
5. Do Davis-Bacon Act federal wages apply?
 - a. RESPONSE: Davis-Bacon wages do not apply for this project.
6. Is the entire segment brushed?
 - a. RESPONSE: Yes, the segment has been brushed.
7. Are there any washouts on this segment?
 - a. RESPONSE: There are no known washouts as of 2/9/2026.
8. Flexibility within the June 3rd anticipated start date?
 - a. RESPONSE: this is the earliest anticipated *tentative* start date for the funds allocated to this project. It may in fact be later in the season than June 3rd as this will be dependent on Governor & Executive Councilor approval.
9. Any milestone expectations prior to the October 30th completion deadline?
 - a. RESPONSE: There are no milestone expectations
10. Anticipated access limitations or staging area constraints?
 - a. RESPONSE: Only access and staging would be off Oxbow road unless successful bidder acquires permissions from abutters for alternative access.
11. Delivery scheduling expectations and unloading procedures at the Whitefield rail yard?


- a. RESPONSE: Must coordinate with Rail owner and operator (NH DOT-rail & transit) a minimum of one week in advance. A Temporary Use Agreement (TUA) will be required which will be developed by the rail owner (NH DOT-Rail) and issued to selected bidder.
12. Any known site conditions that may impact production (wet areas, crossings, access restrictions, etc.)?
 - a. RESPONSE: No known impacts.
 13. What rail lengths are acceptable for cutting during removal for transport purposes (i.e., required or preferred maximum/minimum section lengths for delivery)
 - a. RESPONSE: No cutting is permitted for rail segments.
 14. What the current typical rail lengths are between bolted joints along this section of track?
 - a. RESPONSE: 33' or 39' is standard length.
 15. Additionally, we would like to schedule a time to walk the project corridor to better understand access, material staging, tie conditions, and overall removal logistics. Please let us know the appropriate process for arranging a site visit or if coordination should be made directly with field personnel.
 - a. RESPONSE: A mandatory preconstruction meeting with field staff will take place after the bidder is selected. The site, however, is open to the public and any company is welcome to view the location ahead of time.
 16. Are there known facilities in NH to dispose of the ties as hazardous waste?
 - a. RESPONSE: NHDES recommends contacting local landfills or processing facilities. See this website for more information: [Railroad Ties and Creosote-Treated Wood | NH Department of Environmental Services](#). Here are some suggestions of sites to contact for disposal options:

Tyler Forgea
Facility Manager
CPRC Group
Office: (207) 883-3325
Cell: (207)233-8086
Auburn, Maine
tforgea@cprcgroup.com

Matt Green
Regional Manager
Bridgewell Sustainable Solutions LLC
917-602-0782
mgreen@bridgewellss.com
bridgewellsustainable.com

17. Are the rail segments 40' or 20' long?
 - a. RESPONSE: 33' or 39' is standard length.
18. If the rail segments are 40' can they be cut to more easily deliver?
 - a. RESPONSE: No cutting is permitted for rail segments.
19. This project was previously awarded under Bid #TB-2301 in 2023. Could you provide some insight into why the project is being rebid at this time?
 - a. RESPONSE: The previous contractor did not complete the project.

20. Additionally, I see there is a \$10,000 allowance for extras. Is this intended to cover anticipated scope items such as brush clearing or disposal of abandoned or trash materials, or are there other foreseeable components included in that figure?
- a. RESPONSE: this \$10,000 allowance for unanticipated changes in project scope due to unexpected conditions. It is not meant to add tasks outside the project scope.
21. What is considered damage regarding the joint bars? While using an impact gun is preferred, we will probably have to use cutoff saws in some situations. Would light saw marks or exposed metal be considered damaged?
- a. RESPONSE: No damage is allowed.
22. Lastly, aside from regrading the disturbed areas resulting from tie removal, is there any additional grading expected as part of the scope of work?
- a. RESPOND: The length of the project will need to be graded once project is complete.



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

END OF DOCUMENT