



STATE OF NEW HAMPSHIRE
DEPARTMENT of NATURAL and CULTURAL RESOURCES
DIVISION of PARKS and RECREATION
BUREAU of TRAILS
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July 14, 2021

Addendum Number 1

For

Railroad Rail and Tie Removal Project for Berlin Branch Corridor in Littleton to Bethlehem, NH.

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

Project Number TB-2101

ADDENDUM NUMBER 01

TO: ALL CONTRACT BIDDERS

This addendum forms a part of the contract documents and modifies the bidding documents for **RAILROAD RAIL AND TIE REMOVAL PROJECT, BERLIN BRANCH RAIL CORRIDOR, LITTLETON-BETHLEHEM, NH, PROJECT No. TB-2101**, 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 # pages.

CLARIFICATION TO BID QUESTIONS:

1. “When walking the site, I noticed several piles of ties along the side of the track, are these to be removed under this project?”
 - a. RESPONSE: Yes, they should be removed and disposed of under the project.
2. “Currently the track is overgrown with 2 to 3 feet of brush and weeds, will this clearing be the responsibility of the contractor or will the state handle this prior to the construction?”
 - a. RESPONSE: The state is not going to have a chance to do this before the contract starts, so if you feel the project would be more efficient with the brush cut, you are welcome to cut brush prior to beginning removal, contractor means/methods.
3. Are there any particular erosion control measures that the state is going to require?
 - a. RESPONSE: While the project is in the Ammonoosuc river corridor the salvage activities should not have impacts to the river as there should not be earthwork/excavation involved. All activities should be limited to track removal. However putting up silt fencing near the river area/bridges would be ok.
4. At the bridge, the existing rails have been decked over, will it be acceptable to leave these rails and ties in place and simply cut the rails at the bridge?
 - a. RESPONSE: Yes, do not touch the rails or ties on the bridges. Also, as these bridges are not capacity rated for loadings, the contractors shall limit equipment size that may utilize these bridges. (Small machines only – ask Clint for specific machines).
5. Access on the east side of the River appears to be over either steep banks or private property, are there any access easements near the agricultural fields?
 - a. RESPONSE: Not that we know of. We believe the contractor will need to remove the rails from both ends and meet in the middle. Access can be gained via Rail Road Street and Oxbow Rd.
6. When unloading salvaged materials at Whitefield, will the contractor need to have machinery for unloading or will the state have the ability to unload these materials on site?
 - a. RESPONSE: The contractor will be responsible for unloading.
7. Steel Scrap is dictated to be considered in the pricing. Based upon the market volatility, how do you want this to be carried in the bid?

- a. RESPONSE: Contractors risk in the bid. We do not have an allowance for price increase. Go with the current market price at time of bid.

8. What is the final desired width of the smoothed up area for the project?

- a. RESPONSE: To be whatever the current width is at that point in the trail

CLARIFICATION TO BID SPECIFICATIONS

Project Specifications page 2 – TECHNICAL REQUIREMENTS

1. Under section “**Dismantling of rail, joint bars and tie plates**”,

a. Bid document notes:


- *“Tie plate removal shall be completed with spike puller as to not damage the plates, excavator bucket removal will not be allowed. Spikes shall be removed with a spike puller prior to the removal of the tie plate.”*

b. Please add the following bullets:

- Mechanical spike pulling is allowed with equipment specifically made for this type of work. Such as a hand held hydraulic unit, looks similar to a jack hammer. Example website link: https://rrtools.com/product/spike-puller-hydraulic/?utm_source=bing&utm_medium=cpc&utm_campaign=Shopping%20-%201st%20Layer&utm_term=4586818918619282&utm_content=1167%20%3E%20670
- Or, the commonly utilized diesel hy-rail mechanically driven machine which is a production type of unit that can remove spikes efficiently. i.e. Nordco Spike puller. <https://www.nordco.com/products-catalog/maintenance-of-way/Spike-Pulling-Machines/Spike-Puller-Two-Rail--SP2R.htm>

DELETE THE FOLLOWING:

1. On Project Specifications, page 3 under “SPECIAL CONDITIONS”, delete paragraph 2 that reads, *“The Contractor shall indemnify the State of New Hampshire Department of Transportation, and Department of Natural and Cultural Resources with General Liability insurance, in the amount of \$2 Million dollars, and shall provide the company’s certificates of insurance to the three parties listed above.”*
2. Delete page 4 of Project Specifications section as same information is covered in Bid Proposal section.



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

END OF DOCUMENT