

Golden State Natural Resources
Request for Bid No. 2026-02-GSNR-MNF
For
Hammerhorn Deck Removal Project

Addendum #1

This addendum provides answers to questions received by potential bidders. The question period concluded on October 14, 2025, at 5:00pm Pacific Time. Bidders are responsible for checking the GSNR website prior to submitting their bid to ensure they have reviewed all addenda. Bidders must acknowledge and accept all addenda related on the Bidder Acceptance form.

Responses to Received Questions by Potential Bidders

1. The RFB requires a site visit but gives no date or sign-in. We have date, geotagged photographs from our visit. Is anything else needed to document it?

No. By providing signature on the bid form, the potential bidder attests that they have satisfied all requirements of the Request for Bid.

2. When does GSNR expect to announce the award and issue the Notice to Proceed? The access roads will not carry loaded log trucks through the winter. Will GSNR issue the Notice to Proceed when the roads are open and dry in spring 2027, or treat the winter closure as an excusable delay with a written extension of the 120 business days?

GSNR intends to make the award announcement 2-3 weeks following closure of the bid period. During the pre-work meeting with the Forest Service, GSNR, and selected Contractor, the project timeline will be solidified as well as the issuance of the Notice to Proceed. Recognizing the limitations set forth by winter weather conditions, GSNR will treat winter closures as an excusable delay that would warrant a written extension.

3. Would a tribal or community firewood program that takes the whole cull logs qualify as the end user named on the bid form?

Yes.

4. Please confirm the logs may be delivered whole, with chipping on site at the contractor's option only.

Yes, the logs may be delivered whole or chipped on site at the Contractor's option and cost. Though roads will be a challenge for large chip van belly dumps on any native surface roads on the Mendocino National Forest.

5. How and when was the 6,352-ton estimate made, and on what weight basis? When were the decks built, and what are the species and condition of the logs? Is there an estimate by deck?

The estimated volume was calculated by the Mendocino National Forest in the late spring of 2024, with an update in early spring of 2026. The estimated volume is in green tons by deck, as shown in the table below. The species mix is primarily Douglas-fir and Ponderosa pine. The Covelo Ranger District implemented a 250-acre restoration and reforestation project in 2023, within and around the Hammerhorn Campground that was burned in the 2020 August Complex fire. This included rebuilding the campground post fire. The site prep of the project area for planting produced decked material and piles.

Deck location	Gross Volume (Cf)	Net Volume per Pile (CF)	Net Volume per Pile (CCF)	Net Volume per Pile (MBF)	Weight (lbs)	Weight (tons)	Truckloads based on 23 tons per load
1	125,224	93,918	939	470	5,109,134	2,555	111
2	24,944	18,708	187	94	1,017,725	509	22
3	25,918	19,439	194	97	1,057,460	529	23
4	6,597	4,948	49	25	269,172	135	6
5	65,408	49,056	491	245	2,668,645	1,334	58
6	39,584	29,688	297	148	1,615,030	808	35
7	26,295	19,721	197	99	1,072,841	536	23
totals	313,971	235,478	2,355	1,177	12,810,007	6,405	278
Tribal utilization Removal	2,592	1,944	19	10	105,754	53	
Current Total Estimated volumes	311,379	233,534	2,335	1,168	12,704,254	6,352	276

6. Exhibit D lists about 73 miles of M21, M1, M2, M4 and 22N39 as contractor performance items for T-800, T-802, T-803, T-804, T-806 and T-809. Is the contractor responsible only for the route it uses? The RFB prints T-803, T-806, T-807 and T-809; please provide the T-800, T-802 and T-804 specifications that apply. What pre-haul work does the Forest Service expect on M21 and the M1 segment toward the Eel River station, and what post-haul work?

Yes, the Contractor is only responsible for the roads that are used. T-800, Definitions, are provided on pages 35–37 of the RFB. Pages 4–6 provide the specifications for T-802 and T-804. Specification T-804 is surface repair to damages caused by the Contractor. For pre-and-post haul maintenance, refer to page 28 and 35 of the RFB. Final pre-haul maintenance plans will be determined at the pre-work meeting with GSNR, the Mendocino National Forest, and the Contractor. The intent of pre-haul maintenance is to correct any deficiencies that may affect the safety and efficiency of hauling.

The M1 south of the junction of Espee Ridge Rd (23N39) to Eel River is not an option at this time, per the Mendocino National Forest Engineer. The Bar Creek Slide is not suited for heavy loads over the patch of the slide area. A Forest reroute is as follows to get to FH-7: M1 to Espee Ridge Road 23N39, to the M2, to the M4, to FH-7. From FH-7, a potential bidder can option to take volume out on CA State Hwy 162 West thru Covelo, or out on FH-7 all the way to pavement and CA State Hwy 162 East to the Glenn County Road 306 / CA State Hwy 162, depending on load destination.

7. T-806 refers to a Dust Abatement Plan attached to the T-specifications, but none is attached. Please confirm whether any water or dust palliative is required, and which water sources may be used.

Road watering will be required along designated haul routes where log truck traffic generates significant dust or fugitive dust emissions. GSNR will coordinate with the Forest Service to identify and approve suitable water drafting locations for dust abatement activities. The Contractor shall be responsible for applying water as necessary to control dust generated by hauling operations, consistent with applicable Forest Service road maintenance specifications and requirements.

8. May a bidder name a primary and an alternate destination?

Yes.

SPECIFICATION T-802 DITCH CLEANING

DESCRIPTION

1.1 Ditch cleaning is removing and disposing of all Slough Material from Roadway ditches to provide a free-draining waterway.

REQUIREMENTS

3.1 Ditch cleaning shall be repeated during the year as often as necessary to facilitate proper drainage.

3.2 All Slough Material or other debris which might obstruct water flow in the Roadway ditch shall be removed. Material removed from the ditch, if suitable, may be blended into existing native road surface or Shoulder or placed in designated Berms in conjunction with Surface Blading T-803 operations.

Material removed from ditches that is not by Agreement blended into existing roads or placed in Berms shall be loaded and hauled to the disposal site shown on Area Map.

3.3 Roadway backslope or Berm shall not be undercut.

SPECIFICATION T-804 SURFACING REPAIR

DESCRIPTION

1.1 Surfacing repair is repairing potholes or small soft areas in the Traveled Way. It includes area preparation and furnishing and placing all necessary Materials, and other work necessary to repair the surface.

MATERIALS

2.1 Material used in the repair of soft areas on aggregate or native surfaced roads may be acquired from approved commercial sources, Forest Service Borrow areas shown on Sale Area Map, or Borrow sources agreed to. The quality and quantity of the imported Material used in the repair will be limited to that needed to provide a stable Traveled Way for hauling and to minimize damage to the road and adjacent resources. The quantity of imported surface repair Material used in the appraisal estimate will be shown on Road Maintenance Plan. However, the magnitude of the work may vary depending on Purchaser's hauling schedule and ground conditions.

2.2 Material used in the repair of bituminous pavements may be acquired from local commercial sources. If a mixing table is required, the location shall be approved by the Forest Service. The bituminous mixture to be used by the Purchaser shall be approved by the Forest Service. The Purchaser's share of the quantity of bituminous mixture used in the appraisal estimate will be shown on Road Maintenance Plan. However, Purchaser's share of the work may vary depending on Purchaser's hauling schedule, ground conditions, other traffic, etc.

REQUIREMENTS

3.1 Work under this specification shall be performed in a timely manner to reduce further deterioration of the Traveled Way.

3.2 Soft spots on aggregate or native surfaces shall be repaired by placing the imported Surface Course on top of the soft spot. Layers of imported Material shall be placed until a firm surface is produced.

3.3 Bituminous Pavement Repairs. The areas to receive bituminous pavement repairs will be marked on the road surface by the Forest Service just prior to Purchaser performing the work.

3.4 Potholes (deep patch). Surface Course and Base Course Materials shall be excavated to a depth necessary to reach firm, suitable Material. The minimum depth of excavation shall be 2 inches and the maximum depth of excavation shall be to the top of the Subgrade. The edges of the prepared hole shall be extended to form a vertical face in unfractured asphalt surfacing. The prepared hole shall generally be circular or rectangular in shape, dry, and cleaned of all loose Material.

Prepared potholes shall be patched or barricaded immediately.

T-804-1

The faces of the prepared hole shall be tacked with a slow-setting emulsified asphalt.

The bituminous mixture shall be placed in layers not exceeding a compacted depth of 2 inches. Each layer shall be compacted thoroughly with hand or mechanical tampers or rollers. Compaction shall not be done with equipment wheels.

Upon completion, the compacted patch in the pothole shall be flush, with a tolerance or approximately $\frac{1}{4}$ inch to $\frac{1}{2}$ inch above the level of the adjacent pavement.

3.5 Skin Patches. Bituminous mixture shall be distributed uniformly with feathered edges in layers not to exceed 2 inches compacted depth. When multiple layers are ordered, joints shall be offset at least 6 inches between layers.

Each layer shall be compacted by two passes with a 7-10 ton steel roller or comparable vibratory roller.

3.6 Asphalt Berm. Damaged segments of Berm shall be removed and the exposed ends beveled at approximately 45 degrees from vertical. The Berm foundation shall be cleaned and patched as necessary. The foundation and joining surfaces shall be coated with a slow-setting emulsified asphalt. Asphalt mix shall be placed and compacted to conform with the shape and alignment of the undamaged segment.

3.7 Disposal. All Materials removed from potholes, patches, and Berms shall be disposed of at disposal sites shown on Sale Area Map.