

Golden State Natural Resources
Request for Bid No. 2026-03-GSNR-LNF
For
Jaywalk Landings 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. Payment basis. Exhibit E sets 25 green tons per van as the load-count proxy, while Section III.G and Exhibit E say certified scale receipts document the actual green tons for invoicing. Which governs payment, the 25 GT proxy per van or the scale weight of each load? Will GSNR fix a per-van tonnage as the payment basis for Jaywalk, as it accepted 23 GT per load for Hammerhorn? The decked material has dried and a chip van will cube out well under 25 tons.

GSNR acknowledges the distinction between the load-count proxy and the requirement to document actual transported tonnage through certified scale receipts.

For purposes of contractor invoicing and payment, GSNR intends to utilize actual certified scale weights for each load, where available. GSNR predicts that the likely end-use facility will be a power plant facility, where there are certified scales.

Where certified scale weights are unavailable at the designated end-use facility, GSNR and the Forest Service will average the scaled loads and assign the average weight to such loads.

3. Tonnage basis. How and when was the 8,265-ton estimate made, and was it on a green-weight basis? If the scaled tonnage comes in under the estimate because the material is dry, is the contractor still obligated to remove every landing, and is there any minimum quantity or minimum payment?

The Project Area maps show the estimated 12,463 green tons, which was calculated by the Lassen National Forest. The 8,265 green ton is the maximum allowable material to be removed under this solicitation, due to funding limitations under GSNR's Stewardship Agreement with the

US Forest Service. Removal of additional material will be subject to written agreement between GSNR and the Contractor and is based upon funding availability. The requested sequence of removal is on page 5 of the RFB.

4. Appendix F-6.0 of the Stewardship Agreement lists 12,463 tons for Jaywalk; the RFB covers 8,265. Which landings hold the balance, and will that material be bid separately? If actual tonnage exceeds 8,265, will GSNR authorize removal of the balance at the bid rate?

See response to Question 3.

5. Per-landing estimates. Is there a tonnage or volume estimate by landing, and roughly what share is logs versus tops and slash?

GSNR does not have estimates by landing.

6. Schedule. When does GSNR expect to announce the award and issue the Notice to Proceed? We intend to work this winter.

GSNR intends to make the award announcement 2 – 3 weeks following the close of the bid period and shall issue the Notice to Proceed no later than 30 calendar days following the announcement of the contract award, provided the Contractor intends to work during the winter. Winter conditions are an allowable time extension under the contract.

7. Winter operations. Snow will close most spurs after late December. May the contractor plow roads other than PL308 and 27N03 north of the Almanor Group Overflow area, at its own cost? If snow stops the work before completion, will the closure be treated as an excusable delay with a time extension?

Yes, provided the Lassen National Forest approves of the additional roads that the Contractor intends to plow. Winter conditions are an allowable time extension under the contract.

8. Landing 34. No chipping is allowed there from March 1 to August 31. If landing 34 is not finished by March 1, may its logs be moved to another landing for chipping?

Yes.

9. Alternate destination. May a bidder name a primary and an alternate destination?

Yes.