

CONTRACT DOCUMENTS

For

**NEW BOSTON RAIL TRAIL
PHASE 1A RFP**

B & M Railroad Corridor

NEW BOSTON, NEW HAMPSHIRE

June 4, 2015



Prepared for:

Town of New Boston – Conservation Commission
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Project No. 12008

INVITATION FOR BID

The Town of New Boston Conservation Commission (OWNER) is requesting bid proposals for the following project:

New Boston Rail Trail – Phase 1A RFP
B & M Railroad Corridor
New Boston, New Hampshire

The Boston & Maine Railroad bed runs parallel with the South Branch of the Piscataquog River. After being abandoned by the railroad in the mid 1970's the land was acquired by the Town of New Boston and the New Hampshire Land Conservation Investment Program. The trail has been historically used for recreational activities, but has been unmaintained for multiple decades. Working together the New Boston Conservation Commission and the Hillsborough County Youth Center Foundation collaborated to tackle the needed maintenance on the trail corridor. The land which the trail travels over is owned by three parties:

West to East

Tax Map 8 Lot 38	Hillsborough County Youth Center Foundation
Tax Map 5 Lot 59	Town of New Boston
Tax Map 6 Lot 12-1 & 13	State of New Hampshire

In 2014 land owner permission and the necessary permits from NHDES were obtained to facilitate the project. Until last fall many portions of the trail had grown in with trees and many of the historical drainage crossings are in need of maintenance or replacement.

In the fall, the Conservation Commission engaged a forester to take down all of the trees obstructing the corridor and had the stumps ground. The OWNER has funds available for Conservation Projects and is prepared to have the remaining improvements completed in 2015. The limits of work being pursued at this time is being referenced as Phase 1A and begins at the easterly end of the Fairgrounds and travels approximately 8,522-feet easterly to the State Forest parking lot located at Lang Station off Gregg Mill Road. The goal of the project is to restore the rail bed to an 8-foot wide corridor on the former rail bed. The one exception is on the State Forest property where the trail is proposed to remain at its existing alignment.

New Boston Rail Trail – Phase 1A RFP
 June 4, 2015

Work will include, but is not limited to: Cleaning out culverts, installing culverts where old culverts are in disrepair, re-aligning trail onto rail bed where it has deviated, cleaning out and establishing ditch lines where surface water creates problems on the trail, installing 8-foot wide Nitpack surface along project limits, constructing turn-around for trail construction and maintenance, constructing picnic/rest area at old bridge abutment site, and site restoration.

Contractors must have a registration with the Office of The Secretary of State to do business in New Hampshire and shall include a qualification package with their submission. The qualification package should provide a company summary, demonstrate their experience performing similar site work, and include references from past clients.

A **mandatory pre-bid meeting** will be held onsite for all interested bidders at 4PM, June 15, 2015. Bidders should meet at the far easterly side of the Hillsborough County Youth Center Foundation Fairgrounds parking lot. The Fairgrounds are located on Hilldale Lane. This site walk will allow Bidders to become familiar with the site and ask any questions that they might have regarding the proposed scope of work.

Sealed proposals must be received in hand on or before 12PM, June 22, 2015 at Town of New Boston - Selectmen's Office, 7 Meetinghouse Hill Road, New Boston, NH 03070. The exterior of all envelopes containing bid proposals shall be clearly marked "**Bid for New Boston Rail to Trail – Phase 1A RFP**". Faxed or emailed proposals will not be accepted.

Bidders are responsible to become familiar with the subject site and proposed improvements, including project specifications, including Addenda, if any. After Bids have been submitted, the Bidder shall not assert that there was a misunderstanding concerning the nature of the work to be performed.

All contractor questions should be submitted in writing by June 16, 2015 so that an Addenda, if required, can be issued to all Bidders. Questions should be directed to the attention of:

Laura Bernard

New Boston Conservation Commission

PO Box 250

New Boston, NH 03070

l.bernard@newbostonnh.gov

All Bids must be submitted using the required Bid Form. All blank spaces for Bid prices must be filled in, in ink or typewritten, and the Bid Form must be fully completed and executed when submitted. Only one copy of the Bid Form is required.

The OWNER reserves the right to reject any or all Bids, or any part thereof, to waive all formalities or informalities and to reject the Bid of any Bidder whom it finds, after reasonable inquiry and evaluation, to not be in the best interest of the OWNER.

Any Bid received after the time and date specified shall not be considered. No Bidder may withdraw a Bid within sixty (60) days of their Bid submission thereof to give the OWNER sufficient time to secure final funding. Should there be reasons why the Contract cannot not be awarded within the specified period; the time may be extended by mutual agreement between the OWNER and the Bidder.

Town of New Boston - Conservation Commission

Laura Bernard, Chair

PROJECT SPECIFICATIONS

Section 1 – Description of Work

The following documents are attached to this RFP and should be considered part of the description of work:

1. Permitting Plans for “ New Boston Rail to Trail – Phase I””; Sheets Cover-2 & 8-9; Prepared by Northpoint Engineering, LLC; Dated: August 2014*;
2. New Boston Rail to Trail – Phase I – Photo Summary & Location Key*;
3. NHDES Shoreland Permit By Notification (PBN) 2014-2522*;
4. NHDES Complete Trails Notification dated September 15, 2014*;
5. NH Natural Heritage Bureau Response NHB14-3088

*Note that the project permit materials include Phase 1B which is beyond the limits of this project, Phase 1A. No work is planned east of Gregg Mill Road as part of this contract.

The following provides a summary of the scope of work included in this project:

A. General Requirements Executing Work

1. Protection of Trees - Most of the proposed work is within 250 LF of the river and therefore is in the Protected Shoreland as defined by NHDES. To meet the requirements of NHDES and the desires of the OWNER all remaining trees and vegetation should remain in place. Permitted tree removal occurred last Fall. Significant stands of trees & vegetation are intended to remain between the completed trail and the river. Enclosed with this package is a photo tour of the project which provides a linear summary of the site conditions before work started. These photos have been numbered and are further described in the enclosed Photo Summary.

The Town had tree stumps ground last fall and plans to construct the trail over the top of any remaining root systems. Generally speaking all remaining trees should be protected during this phase of work. Select limbing of trees can occur to the extent needed to facilitate gaining access to the site. Otherwise tree work should be limited to dead tree removal and incidental cutting of small trees 4” diameter and under which are in the way of needed improvements.

2. Protection of Wetlands & Natural Resources - Throughout construction the contractor shall implement the “**Best Management Practices for Erosion Control - During Trail Maintenance and Construction**”;

3. Protection of Stockpiles – If stockpiles are needed contractor shall carefully select appropriate location and provide perimeter controls to prevent erosion to adjacent wetlands, undisturbed areas, and the River.

B. Trail Improvements

1. Clean out culverts that are still serviceable;
2. Furnish & Install new HDPE culverts where old culverts are in disrepair or where existing culvert is too short. Note the original wooden box culverts installed by the rail road have completely deteriorated and are only identified by the dips in the trail where they used to be;
3. Re-align trail onto rail bed where it has deviated from the rail bed unless otherwise specified. In section Phase 1A the primary location where this applies is in the vicinity of Station 31+00 west of the existing granite abutments;
4. Clean out ditch lines where surface water creates problem on trail;
5. Construct new drainage swales along trail as needed to transport surface water to downstream outfalls;
6. Cut tree from stump at STA 22+25 and right stump vertical to eliminate hazard to trail users. Tree can remain in place;
7. Furnish & Install NHDOT approved water sealant on all exposed surfaces of two previously installed concrete decks located at Station 0+00 and 56+50 respectively;
8. Remove remaining rail road ties as needed when they will be within 2-inches of the surface;
9. Furnish & Install NHDOT 304.3 Crushed Gravel as needed to raise grades along trail. This would apply in the following types of scenarios: trail subgrade needs to be augmented to create desired cross slope, trail grade wants to be picked up to help bring trail above wet areas, and trail grade needs to be raised to facilitate clearing tree roots;
10. Install 8' wide Nitpack surface along project limits. Nitpack should be placed 4" to 6" deep;
11. Remove all debris generated by the proposed work including trees, brush, rail road ties, etc.
12. Restore all disturbed areas.

Section 2 – Project Schedule

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| A. Contract Award is expected: | June 30, 2015 |
| B. Anticipated Construction Start Date: | July 6, 2015 |
| C. Final Completion Deadline: | August 28, 2015 |

Section 3 – Contractor Responsibilities

- D. Project Schedule – Prior to commencing construction the Contractor shall provide the OWNER with a detailed construction schedule.
- E. Digsafe – 72 hours prior to commencing work the contractor shall contact Digsafe (1-888-344-7233).
- F. Permits – Contractor shall be responsible to obtain all applicable local, state, and utility provider permits prior to commencing work.
- G. Work Hours – Work activities shall not occur before 7:00 am and shall not occur after 6:00 pm daily.
- H. Access Accommodations - The OWNER intends to have the trail closed during construction to facilitate the work. The Contractor shall provide signage and barriers at both ends of the project to notify the public of the trail closure.
- I. Obligation to Maintain Safe Worksite – Contractor shall properly protect all excavations, stockpiles, and materials, with appropriate fences, barricades, and other means throughout construction. The jobsite shall be left safe and properly secured at the close of daily operations.
- J. Erosion Controls & Environmental Protection – Throughout construction it will be the Contractors responsibility to maintain appropriate erosion controls to prevent sediment transport and assure that adjacent wetland and river resources are protected. The Contractor shall perform routine site inspections to identify any problem areas and take the necessary actions to resolve deficiencies. The contractor shall maintain responsibility of these items until the site is one hundred percent stabilized.
- K. NH Natural Heritage Bureau (NHB) Concerns – During the permitting process a screening by NHB resulted in NHB14-3088 (attached). In response to the results received from the NH Heritage Bureau report, Burr Tupper of the New Boston Conservation Commission corresponded with NH Fish & Game regarding the proposed work. He contacted Kim Tuttle and John Magee to discuss the nature of the project. Given the fact that the project is not impacting the bank or bed of the river the brook floater mussel is not anticipated to be impacted by the project.

However, Kim explained that *the state endangered eastern hognose snake and wood turtle, a species of concern, may be found on the trail at any time from April through early November and all construction personnel should be made aware of their potential presence. They recommend that the eastern hognose flyer be distributed to trail crews and posted at any kiosks along the trail:*

[http://www.wildlife.state.nh.us/Wildlife/Nongame/Nongame_PDFs/Hognose snake flyer.pdf](http://www.wildlife.state.nh.us/Wildlife/Nongame/Nongame_PDFs/Hognose_snake_flyer.pdf)

All observations of hognose snakes should be immediately reported to the NHFG Department (Michael Marchand 603-271-3016 or Brendan Clifford 603-271-0463).

- L. OWNER/Engineer Notification – In the event that the contractor encounters ledge, unsuitable material, or other conditions that make the completion of the work as planned impractical without deviating from the specifications or adding expense the contractor shall notify the OWNER & Engineer immediately and wait for further direction before proceeding.
- M. Inspections – The OWNER reserves the right to require periodic or milestone inspections during construction by the Conservation Commission or their designated agent to assure work is meeting the defined specifications. Prior to construction the OWNER will define their desired inspection frequency. The contractor shall provide suitable notice (24-hours) to the Conservation Commission or their designated agent for required inspection milestones.
- N. Site Restoration – In order to construct the proposed improvements existing improvements will be disturbed. Site restoration will be part of the project completion.
- O. Invoicing – The Contractor will include a payment schedule along with the bid.

Section 4 – Technical Specifications

All improvements shall be constructed with quality workmanship and shall conform with the current edition of the NHDOT Standard Specifications for Road and Bridge Construction. The following text highlights specifications for particular site improvements. See construction details for additional detail.

A. Drain Pipe

1. Drain pipe shall be HDPE pipe manufactured by Advanced Drainage Systems or equal;
2. Drain pipe shall be installed per manufacturers recommendations.

B. Drainage End Sections

1. Culverts shall be furnished with HDPE flared end sections manufactured by Advanced Drainage Systems or equal;
2. Flared end sections shall be installed per manufacturers recommendations.

C. Drainage Swales

1. Constructed slopes associated with swale construction shall be no steeper than 2:1 and ideally 3:1;
2. Drainage swale depth shall be appropriate for the amount of runoff collected;
3. Drainage swales shall be constructed to provide positive drainage towards downstream outfalls;
4. Ponding in drainage swales should be avoided when possible.

D. Trail Subgrade

1. The bulk of the tree work for this project was performed last Fall and throughout the corridor wood chips are present. Where wood chips on the trail are found deeper than 2" they shall be scraped off the trail and cast in a non-wetland area off the side of the trail;
2. Remove and dispose of remaining rail road ties as needed when they will be within 2-inches of the surface;
3. Prior to placement proposed Crushed Gravel material shall meet NHDOT 304.3 and be approved by OWNER;
4. The trail subgrade should be constructed 8' wide and where fill is used to prepare subgrade the side slopes should be constructed at a 3:1 slope;
5. The OWNER or their designated Agent shall inspect trail subgrade within 3-days of being notified that Contractor is ready for inspection. Subgrade shall be approved before Nitpack is placed.

E. Side Slopes

1. Where trail cuts and fills disturb side slopes the contractor shall implement natural slope treatments to stabilize the slope and prevent erosion. The following best management practices are some examples of the type of treatments desired: wood chip/mulch cover, natural cobble cover, wood cribbing, etc.

F. Trail Surface

1. The Owner is working with a local vendor, Mt. William Inc., and they will be supplying all crushed gravel and Nitpack for this project. The Owner will be responsible for order and delivery of the products.
2. The contractor will not be held responsible for any delays attributed to the delivery of product to the job site.
3. Nitpack shall be placed 8' wide and 4" to 6" thick;
4. Trail shall be constructed with a minimum cross slope of 3%. Contractor should direct runoff to the downslope side of the trail unless there is a compelling reason to do otherwise;

5. Upon completion the entire limits of the trail shall be rolled with a minimum of three passes of a 3 ton or greater vibratory roller.

