

Request for Proposals
Wolverine Creek and Turnagain Pass Trail Bridges
Chugach National Forest, Alaska

ADDENDUM #1 – issued 9/11/2026

Addendum #1 modifies the RFP to reflect a revised project scope, including the addition of the Turnagain Pass trail bridges at 3rd Creek and 1st Creek; updated proposal requirements, including provisions allowing NFF to make one or more awards under this RFP; revised insurance and performance security language; revised pricing structure, and revised appendices. These changes supersede any conflicting language in the original RFP, appendices, or prior updates.

NFF Background:

The National Forest Foundation (NFF) is a congressionally chartered nonprofit organization with the simple mission of bringing people together to restore and enhance National Forests and Grasslands. The NFF is the leading organization inspiring personal and meaningful connections to our National Forests, the centerpiece of America's public lands. Working on behalf of the American public, the NFF leads forest conservation efforts and promotes responsible recreation. We believe these lands, and all they provide, are an American treasure and are vital to the health of our communities.

Project Background:

This project consists of the design, engineering, fabrication, delivery, and construction of two trail bridges, Wolverine Creek and 3rd Creek, and a third optional trail bridge, 1st Creek, located within the Turnagain Pass area of the Chugach National Forest near Girdwood, Alaska.

The approximate crossing locations are shown within the appendices provided. The final bridge locations may be adjusted upon mutual agreement between the NFF, the United States Forest Service ("USFS"), and the selected Contractor(s). The selected Contractor(s) shall determine the final bridge spans at (1) the Wolverine Creek crossing following completion of their own site investigation and geotechnical investigation and (2) the 3rd Creek crossing following completion of their own site investigation. Current site observations indicate anticipated spans between fifty (50) and sixty (60) feet at the Wolverine Creek crossing, between forty (40) and fifty (50) feet at the 3rd Creek crossing, and forty-five (45) feet at the 1st Creek crossing.

This project was solicited earlier in 2026. Following that solicitation, no contract was awarded due to information gathered during the procurement process. The project

scope has been revised to reflect a different bridge location for the Wolverine Creek crossing.

NFF may, in its sole discretion and subject to applicable funding requirements, make one or more awards under this RFP. NFF may award the work for one, two, or all three bridge locations to the same Bidder or to different Bidders. Bidders may submit Proposals for one, two, or all three bridge locations and shall clearly identify the bridge location(s) and Option Item(s) for which they are proposing.

The Wolverine Creek and Turnagain Pass Trail Bridges are part of the Iditarod National Historic Trail ("INHT") Southern Trek Project, which is intended to create a recreational trail connecting the communities of Seward and Girdwood while paralleling the historic Iditarod travel corridor. Approximately seventy-five (75%) of the overall trail has been completed. This project will eliminate gaps in the trail by constructing bridges over creeks with a segment of new trail.

A parallel construction contract has already been awarded for approximately five (5) miles of adjacent trail construction through the project area. That contractor ("Trail Construction Contractor") will construct trail to the approximate bridge abutment locations, with work currently scheduled to conclude December 1, 2027.

The trail corridor will be fully flagged at locations where construction has not yet occurred. As of the date of this RFP, trail construction has commenced but has not yet reached the bridge abutment locations. Existing trail currently extends to within approximately one-half (0.5) mile of the southern Wolverine Creek abutment location, which is approximately one and one-half (1.5) miles from the nearest trailhead access point along the Seward Highway. The Trail Construction Contractor has initiated construction activities from the northern end of its project area. NFF does not anticipate that trail construction from the southern end will be completed to the Wolverine Creek and 3rd Creek bridge locations before bridge construction begins.

The selected Contractor(s) shall coordinate all work occurring within the shared project area with the Trail Construction Contractor. Coordination shall be facilitated through the NFF and USFS.

The selected Contractor(s) shall comply with FAR 52.236-8 (Other Contracts) throughout performance of the work, which can be reviewed at <https://www.acquisition.gov/far/52.236-8>.

Statement of Work:

This contract is to provide the design, engineering (as applicable), fabrication, delivery, and installation of a superstructure and substructure crossings over the Wolverine Creek drainage and the 3rd Creek crossing in accordance with this RFP and attached appendices. There is an option item for the design, engineering (as applicable), fabrication, delivery, and installation of a superstructure and substructure crossing over the 1st Creek crossing. Steel and FRP bridge designs shall be stamped by an Alaska Professional Engineer ("PE") as required herein.

The crossing substructures shall consist of concrete with a robust connection to bedrock. The superstructure may be timber, FRP, or steel.

It is the responsibility of the selected Contractor(s) to verify subsurface conditions and determine the most practical and economical crossing structure that complies with the USFS Region 10 Standard Drawings - REVISED (Appendix C) and all other applicable project specifications.

Survey and subsurface exploration have not been conducted at all bridge sites, except as otherwise identified in this RFP or the appendices. Field fitting of the bridge is permitted.

Timeline:

This Request for Proposals will close and all proposals will be due by 5:00 PM AKT on September 30, 2026. The NFF anticipates being able to enter a contract with any selected bidder(s) by October 21, 2026, with a projected contract start date of October 22. Changes in the closing date for this Request for Proposals will be updated on the NFF website at <https://www.nationalforests.org/rfp> under the link for this project's Request for Proposals. All contract related dates are estimates and subject to change at the NFF's sole discretion.

I. PROJECT OVERVIEW AND REQUIREMENTS

General Specifications

(a) Description of Work – This Request for Proposals is for engineering and construction services related to the Wolverine and Turnagain Pass Bridges project, located on the Chugach National Forest. Work on this project will include the engineering and construction of a 50- to 60-foot crossing over Wolverine Creek and a 40- to 50- foot crossing over 3rd Creek. The project includes the Option Item to install a 45-foot crossing over 1st Creek. The selected Contractor(s) will be responsible for performing the following deliverables:

1. Design and construction of a 50- to 60-foot pre-engineered steel, timber, or FRP bridge over Wolverine Creek (Base Bid):
 - i. Engineering, manufacturing, and shipping of a 50-60-foot trail bridge as determined by the selected Contractor(s) and agreed to by the USFS and NFF.
 1. Steel and FRP superstructures require an Alaska Professional Engineer (“PE”) stamp, whereas timber superstructures do not require an Alaska PE stamp if the superstructure does not vary from Appendix C: Wolverine Crossing Bridge Plans – USFS 10 Standards – REVISED.
 2. The selected Contractor(s) is required to verify the geotechnical conditions, the crossing location, and determine the final bridge length prior to December 1, 2026. The geotechnical investigation may be conducted by an experienced trail bridge builder, experienced bridge project manager, or other qualified subject matter expert and does not require the services of a PE. The selected Contractor(s) shall conduct test pits at the approximate centerline of the bridge sill and determine the stability of the bedrock. All geotechnical observations and supporting information used to determine the final bridge span shall be provided to the NFF and USFS for review. The bridge order is anticipated to occur during the winter of 2026-2027. The selected Contractor(s) shall be responsible for determining the appropriate bridge span based on their geotechnical verification and site investigation and shall ensure that the proposed design provides a minimum 50-year design life in accordance with the project specifications.
 - ii. Clearing and grubbing of vegetation from abutment locations and compaction of subgrade soil.
 - iii. Construction of 15-foot approaches on either side of the bridge.
 - iv. Installation of the bridge including assembly of all superstructure, substructure, deck, and railing components.

- v. Work shall be conducted in accordance with Appendix B: USFS Standard Trail and Bridge Specifications and Appendix C: Wolverine Crossing Bridge Plans – USFS 10 Standards - REVISED.
- vi. It is anticipated that this work will require the use of a helicopter for material mobilization.
- vii. Equipment access may be authorized along existing trail upon request and approval. Existing bridge crossings may limit the type and size of equipment allowed.
- viii. Clearing may be required for equipment access to the southern abutment location and fording of the creek may be required for access to the northern abutment location. Any damage done by mobilization to the existing trail must be rehabilitated to equal or better status.
 - 1. Clearing along the proposed trail alignment is preferred and clearing conducted by the selected Contractor(s) need only meet the selected Contractor's access requirements for equipment and materials. Bridge Construction Contractor(s) shall coordinate with the Trail Construction Contractor if this is pursued.
- ix. Option Item #1
 A 10-foot span extension. This Option Item may be exercised if site conditions warrant a span longer than 50 feet. A geotechnical investigation has not yet been conducted, although the stability of the rock slope appears adequate for a 50-foot span. The selected Contractor(s) shall verify slope conditions and confirm final bridge span.
 NFF reserves the right, in its sole discretion, to exercise or decline this Option Item. Compensation shall only be provided for the additional bridge length, if authorized in writing by the NFF.
- 2. Design and construction of a 40- to 50-foot pre-engineered steel, timber, or FRP bridge over 3rd Creek Drainage (Base Bid):
 - i. Engineering, manufacturing, and shipping of a 40-50-foot trail bridge as determined by the selected Contractor(s) and agreed to by the USFS and NFF.
 - 1. Steel and FRP superstructures require an Alaska PE stamp, whereas timber superstructures do not require an Alaska PE stamp if the superstructure does not vary from Appendix C: Wolverine Crossing Bridge Plans – USFS 10 Standards – REVISED.
 - ii. Clearing and grubbing of vegetation from abutment locations and compaction of subgrade soil.
 - iii. Excavation for abutments to reflect requirements in drawings.
 - iv. Construction of cast-in-place reinforced concrete on stable soil.

- v. Backfill of abutments and construction of approach grades using native soil sourced from the site.
 - vi. Installation of the bridge including assembly of all superstructure, substructure, deck, and railing components.
 - vii. Two 8.75" x 40.50" x 60' glulam stringers are government furnished. The selected Contractor(s) shall cut the stringers down to specified span dimensions and utilize remaining material to cut diaphragms.
 - viii. Steel, timber, and FRP bridge superstructures are permitted, provided they meet the specifications in Appendix C. Government stringers are provided if the selected Contractor(s) elects to use timber; the selected Contractor(s) is not required to use Government-provided materials.
 - ix. Work shall be conducted in accordance with Appendix B: USFS Standard Trail and Bridge Specifications and Appendix C: Wolverine Crossing Bridge Plans – USFS 10 Standards - REVISED.
 - x. It is anticipated that this work will require the use of a helicopter for material mobilization.
 - xi. Option Item #2
An additional 10 feet of bridge length may be required if ground conditions warrant additional bridge length. A geotechnical investigation has not been conducted, and the stability of the slope appears to be adequate for a 40-foot span, but this is not assured. NFF reserves the right, in its sole discretion, to exercise or decline this Option Item. Compensation shall only be provided for the additional bridge length, if authorized in writing by the NFF.
3. Option Item #3: Construction of a 1 X 45-foot, pre-engineered timber, FRP, or steel trail bridge over unnamed creek (Northern Crossing of 1st Creek) to include:
- i. Engineering, manufacturing, and shipping of a 45-foot trail bridge as determined by the selected Contractor(s) and agreed to by the USFS and NFF.
 - 1. Steel and FRP superstructures require an Alaska PE stamp, whereas timber superstructures do not require an Alaska PE stamp if the superstructure does not vary from Appendix C: Wolverine Crossing Bridge Plans – USFS 10 Standards – REVISED.
 - ii. Clearing and grubbing of vegetation from abutment locations and compaction of subgrade soil.
 - iii. Excavation for abutments to reflect requirements in the drawings.
 - iv. Some prep work has been conducted at this location for abutment installations.
 - v. Construction of cast-in-place reinforced concrete on stable soil.

- vi. Backfill of abutments and construction of approach grades using native soil sourced from the site.
- vii. Installation of bridge including assembly of all superstructure, substructure, deck, and railing components.
- viii. Two 8.75" x 40.50" x 60' glulam stringers are government furnished. The selected Contractor(s) will be required to cut stringers down to specified span dimension and utilize remaining material to cut diaphragms.
- ix. Steel, timber, and FRP bridge superstructures are permitted, provided they meet the specifications in Appendix C. Government stringers are provided if the selected Contractor(s) elects to use timber; the selected Contractor(s) is not required to use Government-provided materials.
- x. Work shall be conducted in accordance with Appendix C: Wolverine Crossing Bridge Plans – USFS 10 Standards - REVISED and Appendix B: USFS Standard Trail and Bridge Specifications.
- xi. It is anticipated that this work will require the use of a helicopter for material mobilization.

(b) Specifications – Project work shall be accomplished in accordance with the following:

- 1. Appendix A: USDA Statement of Work - REVISED
- 2. Appendix B: USFS Standard Trail and Bridge Specifications
- 3. Appendix C: Wolverine Crossing Bridge Plans – USFS 10 Standards - REVISED
- 4. Appendix D: Project Map - REVISED
- 5. Appendix E: Current 50-60 ft Bridge Site Pictures - REVISED
- 6. Appendix F: Turnagain Pass Trail GPS data - REVISED
- 7. Appendix G: NFF Disclaimer
- 8. Appendix I: Pre-Bid Meeting Notes and Q&A
- 9. Appendix J: Amend 001 Questions & Answers

All appendices can be viewed and downloaded at the following link:

<https://nff.box.com/s/008bvf11e6arfhyjnpxlwcntp265jdj>

Bidders shall identify in their proposals what they can supply in terms of materials, labor, equipment, supplies, supervision, quality control, and incidentals required to complete the work as described. Proposals shall be sufficient to guarantee that the selected contractor shall be able to perform all work in a safe and conscientious manner and in accordance with all industry standards.

(c) Project Location –

- Wolverine Creek (Base Bid): 60°48'58.33"N; 149° 7'22.00"W
- 3rd Creek (Base Bid): 60°49'8.91"N; 149° 6'17.99"W
- 1st Creek (Option Item): 60°49'39.51"N; 149° 4'12.50"W
- State: Alaska
- County: Kenai Peninsula Borough

Turnagain Pass is located on the Kenai Peninsula, approximately 15 miles south of Girdwood in the Kenai Peninsula Borough. Trailhead access to the project area can best be accessed from the Upper Ingram Trailhead (commonly referred to as the “Eddie’s” Trailhead), at milepost 72.5 of the Seward Highway. Appendix F is a Google Earth file that contains a GPS track of the existing trail (in red) and a rough alignment of the currently under construction trail extension (in yellow), as well as pinpoint locations of the bridge sites. Trail to the bridge sites is not currently complete; the selected Contractor(s) should anticipate overland trail to the bridge site along the planned alignment from the junction with the existing trail.

There is no road or off-road vehicle access to the bridge location. If aviation operations are utilized, the selected Contractor(s) shall comply with all applicable federal, state, and local laws and regulations governing those operations.

Bidders shall verify available transportation methods, lifting capacity, and site access constraints prior to submitting a Proposal. The Bidder is responsible for researching available transportation methods, lifting capacity, and logistics to safely perform the Work.

If aviation operations are utilized, the selected Contractor(s) must provide a communication system so that the selected Contractor’s personnel engaged in the project at different locations can communicate at all times with each other, and so that Government Project Inspectors may communicate with the selected Contractor(s) at any time to discuss performance matters. Only approved Contractor personnel, Contractor equipment, and government-provided equipment required for performance of the contract will be transported by Contractor vehicles, trailers, or equipment.

The selected Contractor(s) shall identify, assess, and mitigate any ground or aerial hazards that could reasonably affect personnel, equipment, or project operations prior to commencing work.

(d) Work Schedule –

The anticipated contract period of performance is October 22, 2026 – December 1, 2027. The geotechnical verification and determination of final bridge spans for Wolverine Creek and 3rd Creek crossings are required to be completed by December 1, 2026. The selected Contractor(s) shall account for the annual migratory bird nesting window (May 1 through July 15) when preparing its proposed schedule. Vegetation removal activities shall be scheduled to occur outside of this window.

Other Project Requirements

Utilities/Work Site Conditions – In many locations there will be no or limited sanitation, water, electrical or housing services available. Bidders shall consider all relevant factors when submitting proposals for this work. Proposals should account for the need of the

selected Contractor(s) to make its own arrangements for temporary facilities if required. The work location and conditions for this project are as follows:

There are no utilities available on site. Bridges will be constructed in remote locations without completed trail leading directly to them at the time of contract solicitation (work is ongoing). It is the responsibility of the selected Contractor(s) to establish material and personnel transport, in coordination with the NFF and USFS.

Insurance Requirements

In accordance with the terms of the Services Agreement, prior to the start of any work, the successful Bidder (the "Contractor") will be required to maintain, and ensure that its subcontractors performing work described in the proposal (Subcontractors) maintain, the minimum coverages and comply with the insurance requirements indicated below.

a. Coverage Requirements

- i. Commercial General Liability Insurance ("CGL"). Commercial general liability insurance, including bodily injury, property damage, personal injury, advertising injury, products and completed operations and contractual liability in the amount no less than:
 - \$1,000,000 each occurrence;
 - \$1,000,000 products/completed operations limit;
 - \$1,000,000 advertising injury and personal injury limit; and
 - \$2,000,000 general aggregate.
 - ii. Business Automobile Liability Insurance. If using motor vehicles (owned, hired, or borrowed) to deliver or perform the work described in the proposal, business automobile liability insurance with a minimum limit of \$1,000,000 combined single limit each accident for bodily injury and property damage for all owned, rented leased or hired vehicles used in conjunction with the performance of the services.
 - iii. Workers' Compensation Insurance. Statutory workers' compensation insurance in accordance with all state and local requirements of the state(s) in which services will be performed.
 - iv. Professional Liability/Errors and Omissions Insurance. Professional or errors and omissions liability insurance with combined single limits of \$1,000,000 per occurrence and \$1,000,000 aggregate, per year, covering the performance of the successful bidder and any of its Subcontractors under the Services Agreement.
- b. Waiver of Subrogation. All insurance policies shall include a waiver of any and all rights of subrogation or recovery of the insurers thereunder against, inter alia, the NFF, and its assigns, successors, undertakings and their subsidiaries, affiliates, employees, insurers and underwriters, and of any right of the insurers to any set-off or counterclaim or any other deduction, whether by attachment or

otherwise, in respect of any liability of any such person insured under any such policy or in any way connected with any loss, liability or obligation covered by such policies of insurance.

- c. Primary and non-contributory. With the exception of Workers' Compensation and Professional Liability insurance (if applicable), all insurance required to be maintained by Contractor shall be primary with respect to all claims arising out of Contractor's performance and/or activities under this Agreement, and any insurance or self-insurance maintained by the NFF shall be excess only and not be required to contribute with it.
 - d. "Claims Made" Coverage. Any liability insurance purchased on a "claims made" basis must be continuously maintained for a period equal to the applicable statute of repose, but in any case, not less than 3 years, following final performance or termination of Services, either through the continued purchase of insurance or the purchase of an extended reporting period. The retroactive date applicable to such "claims made" insurance, if any, must precede the first date on which Services are to be performed.
 - e. Verification of Coverage. Contractor will have furnished to the NFF original certificates of insurance and amendatory endorsements or copies of the applicable policy language effecting coverage required herein prior to or at the time of execution of the Agreement, and shall further provide evidence that the foregoing is in place and will not be cancelled or reduced during the term of the agreement. Contractor's and any Subcontractors' certificates of insurance will list "The National Forest Foundation" as an Additional Insured on its or their commercial general liability policy and business automobile liability policy (as applicable). Contractor will submit updated certificates of insurance upon expiration of the required policies.
2. Additional Insurance Requirements. In addition to the minimum insurances set-forth above, the NFF reserves the right to request additional coverage as reasonably necessary based on the scope, nature, and risks associated with the services to be performed, including, but not limited to:
- a. Aviation/Aircraft Liability Insurance covering bodily injury or property damage caused by aircraft operations.
 - b. Commercial/Contractor's Pollution Liability Insurance covering clean-up costs, legal fees, and third-party damages from environmental contamination.
 - c. Umbrella/Excess Liability Insurance raising the limit on existing primary policies if the primary insurance limits are reasonably considered insufficient.

Payment/Performance Security

If selected, Bidder(s) shall be required to provide security in the form of cash, a letter of credit, bond, or other financial security that is easily convertible into cash in a form acceptable to the NFF, in its sole determination. The security will be used to ensure completion of the work required under any subsequent agreement and payment of all

amounts lawfully due to all persons. All persons shall include, but not be limited to, those supplying or furnishing to the Bidder or Bidder's Subcontractors with labor, laborers, materials, rental machinery, tools or equipment used or to perform the work. Bidders may incorporate required associated costs into mobilization costs or other approved expenses. Payment or Performance Security will be required in the following amounts, as applicable:

- a. For work that is classified as construction in accordance with the Miller Act or Little Miller Act or if required per conditions of the funding source, payment and performance bonding will be required in the full amount of the Agreement. For the purposes of this Request for Proposal, construction is defined as "any contract greater than \$100,000 for the construction, alteration, or repair of any public building or public work where the federal government is the owner."
- b. If Contractor is subcontracting 15% or more of the total contract value, or if the cost of materials is in excess of the larger of \$100,000 or 50% of the contract total, payment and performance bonding will be required in the full amount of the Agreement.
- c. If the value of the agreement is in excess of \$250,000, Contractor will be required to post financial security in a form acceptable to the NFF in the amount of 5% of the total agreement value up to \$250,000 in total financial security.

The NFF will not provide blanket waivers of payment/performance security requirements, though reserves the right to negotiate payment and performance security terms and conditions with a selected Bidder based upon legal requirements and organizational needs and policies.

Prevailing Wage

Prevailing wages are required per conditions of funding sources. Bidders shall account for and incorporate the anticipated costs of prevailing wages in their proposals.

Prohibited Telecommunications Services and Equipment

NFF contractors are responsible for compliance with the prohibition on certain telecommunications and video surveillance services or equipment identified in 2 CFR 200.216.

Federal Exclusion Verification

The selected Contractor(s) will be required to affirm that neither it nor its principals are presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

Federal Flowdown Provisions

NFF funding for projects may vary but will frequently include federal funds. As such, any Agreement associated with this RFP may be subject to flowdown requirements under associated federal or state funding agreements, which are included and made part of by this reference. Federal flowdown requirements are not negotiable by the NFF and will not be removed or edited.

Identified Flowdown Provisions

While flowdown provisions may change depending on funding, the NFF has identified the following non-negotiable federal flowdown provisions as currently being required for this work:

Appendix H: Federal Funding Flowdown Provisions for 1593124

II. REQUIRED COMPONENTS

Technical Proposal

Bidders shall submit a technical proposal for the work described in this RFP. At a minimum, each proposal **must** include the following:

1. An overview and description of the services provided by the Bidder that align with the requests in this RFP.
2. A description of the project management or administration approach that will be followed by the Bidder to ensure that the identified work is completed on time and within budget.
3. A detailed technical description of how the Bidder intends to execute the work in this specific location with the anticipated logistical challenges. Specifically, at a minimum:
 - i. How does the Bidder intend to transport, assemble, and install the bridge?
 - ii. What are the Bidder's proposed methods, if any, for shoring and/or bracing for temporary access and support during installation?
 - iii. What are the Bidder's proposed methods for the challenging abutment construction on the steep slope?
4. A project work plan and schedule identifying major milestones, anticipated deliverables, and the dates on which the Bidder expects to complete each phase of the work.
5. A project personnel overview identifying key personnel to be utilized if selected to perform the work described in this RFP and any relevant or required credentials or certifications held by the key personnel.

Bidders may also include the following items in proposals as applicable:

1. Any change or risk management approaches utilized by the Bidder when completing projects of the type described in this RFP.

Bidder Qualifications

Bidders shall submit a statement of their qualifications for the work described in this RFP. The statement should include the following items in narrative format:

1. Experience –
 - i. Please provide a brief explanation of previous work experience with land management agencies, noting specifically any work performed on National Forests or Grasslands.
 - ii. Please provide a listing of relevant projects of similar size, scope, and total value performed by the Bidder within the past 5 years.

2. References –

- i. Please provide three professional references, identifying as applicable any government or conservation nonprofit references.
- ii. Provide the name, email address, and telephone number for each reference, as well as the dates of the projects during which the Bidder worked with each reference.

Required Bidder Information

Successful bidders will be required to provide a Unique Entity Identifier (UEI). If your organization already has a UEI, please include it in your proposal or quote. If you do not currently have a UEI, one will be required prior to contract execution.

Failed Projects or Legal Actions

Bidders shall identify any past failed projects and the reasoning behind the failure or incompleteness. Bidders shall also identify any and all current or pending legal matters in which the Bidder or any of its principals is involved.

Pricing Schedule

Bidders shall price work according to the schedule below. If Bidders believe that an alternative method of pricing is more applicable, they may also provide an alternative pricing schedule in addition to the format requested below. The NFF, in its sole discretion, reserves the right to utilize any alternative pricing schedule proposed by any Bidders.

Prevailing wages are required per conditions of funding sources. Bidders shall account for and incorporate the anticipated costs of prevailing wages in their proposals.

All quantities and measurements identified in this RFP are based upon the best knowledge available to the NFF and are subject to change. Payment will only be made for actual quantities of work completed and accepted by the NFF. If the opportunity to add additional funding to the work described in this RFP arises, the NFF may increase the quantities of work to be performed as part of this project, as agreed upon by the NFF and the selected Bidder(s).

Bidders proposing on multiple bridge locations shall provide a separate price for each bridge location and each applicable Option Item. NFF may evaluate and award bridge locations separately or in combination.

	Task/Item	Units	Quantity	Unit Cost	Extended Cost
Wolverine Bridge - Base					
(a)	Mobilization	LS	1		

(b)	Construction Survey and Staking	LS	1		
(c)	Bridge Approaches (Minor Trailway Construction and Grading)	LS	1		
(d)	Clearing and Grubbing	LS	1		
(e)	Delivery and Construction of a 50 Foot FRP, Steel, or Timber Bridge (Includes Stamped Drawings and Calculation Package)	LS	1		
(f)	Concrete Sill Abutment, Design, Fabrication, and Construction	LS	1		
(g)	Option Item #1: Additional Bridge Length (If Ground Conditions Determine a Longer Bridge is Required)	LF	10*		
Wolverine Creek Base Bid					
Wolverine Creek Base Bid + Option Item #1					
3rd Creek Bridge – Southern Crossing - Base					
(h)	Mobilization	LS	1		
(i)	Construction Survey and Staking	LS	1		
(j)	SOUTHERN BRIDGE: Bridge Approaches (Minor Trailway Construction and Grading)	LS	1		
(k)	Clearing and Grubbing	LS	1		
(l)	SOUTHERN BRIDGE: delivery and construction of a 40 ft span	LS	1		
(m)	SOUTHERN BRIDGE: Design, fabrication, delivery, and construction of elevated concrete sill abutment (Includes Stamped Drawings and Calculation Packet)	LS	1		
(n)	Option Item #2: Additional Bridge Length (If Ground Conditions Determine a Longer Bridge is Required)	LF	10*		
3 rd Creek Base Bid					

3 rd Creek Base Bid + Option Item #2					
1st Creek Bridge – Northern Crossing – Option Item #3					
(o)	Mobilization	LS	1		
(p)	Construction Survey and Staking	LS	1		
(q)	NORTHERN BRIDGE: Bridge Approaches (Minor Trailway Construction and Grading)	LS	1		
(r)	Clearing and Grubbing	LS	1		
(s)	NORTHERN BRIDGE: delivery and construction of a 45 ft span	LS	1		
(t)	NORTHERN BRIDGE: Design, fabrication, delivery, and construction of elevated concrete sill abutment (Includes Stamped Drawings and Calculation Packet).	LS	1		
1 st Creek Option Item #3					
TOTAL BID (BASE)					
TOTAL BID (BASE + OPTION 1, 2, 3)					

*This quantity is the maximum amount of additional bridge length that may be needed for this project and should be confirmed during the geotechnical verification and bridge length determination site investigation. The selected Contractor(s) will only be compensated for the actual additional bridge length authorized and completed.

Payment Schedule

Bidders shall submit a proposed payment schedule consistent with their proposed pricing structure. Lump sum proposals should identify invoicing milestones tied to deliverables or project phases, while time-and-materials proposals should identify the anticipated invoicing frequency, cost of materials/supplies, and the applicable rates for invoicing. Proposed payment schedules are for evaluation purposes only. The final payment structure and invoicing terms will be negotiated with the selected Bidder and incorporated into the executed agreement.

III. SUBMISSION, EVALUATION, AND CONTACTS

Bidder Selection Process:

Bid Submission

Bidders shall submit proposals containing all of the required information described above via email at the address specified below by the stated deadline:

Submission Address: anakae@nationalforests.org

Submission Deadline: 5:00 AKT on September 30, 2026.

Proposals submitted after this RFP closes will not be considered unless approved by the NFF. The NFF will review all proposals determined to be responsive using the evaluation factors listed below. Proposals may be deemed non-responsive for failure to submit any required information or for failure to comply with any terms of this RFP. Non-responsive proposals may be disqualified from evaluation in the sole discretion of the NFF.

Notification

If a proposal is selected by the NFF to advance to the contracting stage, the NFF will notify the successful Bidder via email by October 6, 2026. Once the selected Bidder has been notified, the NFF project representative will coordinate the drafting and negotiation of an NFF agreement outlining the terms and conditions of the work to be performed.

Unsuccessful Bidders will be notified via email as soon as possible after the closing date of this RFP. Please Note: The NFF **will not** share any information about the organizations submitting proposals nor any information regarding the proposals submitted by other organizations. If a Bidder has questions about its proposal, the Bidder may ask the NFF Point of Contact identified below. If an answer can be provided, the NFF will respond via email as soon as it is able to do so.

Request for Proposals Only

This is a request for proposals only and bids furnished do not bind the NFF in any way. Selection of a bid will result in the opportunity to contract with the NFF but will not guarantee a resulting contract or any amount of work. The NFF reserves the right to disqualify any incomplete or improper proposal submitted as non-responsive. The NFF may also decide not to select any proposals submitted to this RFP for advancement to contract negotiations. This request does not commit the National Forest Foundation to pay any costs incurred in the preparation or submission of the proposal or to contract for supplies or services.

The NFF reserves the right, in its sole discretion, to reject any or all proposals, waive minor informalities or irregularities, request clarifications, request additional information, conduct discussions with one or more Bidders, request revised Proposals, cancel or reissue this Request for Proposals, negotiate with the selected Contractor(s), make no award, or award all or only a portion of the work if

determined to be in the best interest of the NFF and consistent with applicable funding requirements.

NFF may evaluate Proposals on a bridge-by-bridge basis and may make one or more awards based on the Proposal(s) determined to be most advantageous to NFF for the applicable bridge project(s), considering price and the other evaluation factors identified below. NFF may consider the benefits, costs, risks, scheduling, and administrative considerations associated with making one award versus multiple awards.

Evaluation Factors and Scoring

The following factors will be used to evaluate any responsive submitted proposals. The factors, as listed, are ordered from highest priority (Level 3) to lowest priority (Level 1). Each factor can receive a score from 1 point to 3 points. The number of points awarded will be multiplied by the priority level to determine the total score for each factor. (Example: If Price/Cost (level 3) is awarded 2 points, the total score for price would be 6 points.)

Level 3 Criteria

- Technical proposal / proposed approach to project
- Price / cost
- Equipment and contractor capability
- Past performance, references, and USFS feedback

Level 2 Criteria

- Timing of when contractor can begin and/or finish the project
- Overall strategic benefits to meeting NFF goals and grant needs, requirements, and timelines

Level 1 Criteria

- Benefits to the local community
- Relationship to local community

Point of Contact

Any questions about this Request for Proposals shall be submitted in writing to the NFF contact identified below. Questions determined to be of importance to all potential Bidders will be posted as an attachment to an updated version of this RFP at <https://www.nationalforests.org/rfp>.

Anna Nakae
National Forest Foundation Western Washington Program Coordinator
anakae@nationalforests.org

Virtual Pre-Bid Meeting

A virtual, pre-bid meeting was held on August 21, 2026. NFF and Chugach National Forest staff were present to answer questions about the project. Attendance at the meeting was encouraged, but not required, to submit a bid. Questions and answers from the meeting are included in Appendix I: Pre-Bid Meeting Notes and Q&A.

Bid Submission

Submit bids via email to anaka@nationalforests.org by 5:00 PM AKT on September 30, 2026.

Equal Opportunity Provider

In accordance with Federal law and U.S. Department of Agriculture policy, the National Forest Foundation is prohibited from discriminating on the basis of race, color, national origin, sex, age, religion, political beliefs, or disability.

APPENDIX J

National Forest Foundation & US Forest Service

Wolverine Creek and Turnagain Pass Trail Bridges RFP Amend 001 Questions & Answers

August 23, 2026

OVERVIEW:

Below are questions about the amended RFP that were submitted by interested bidders.

Answers are provided by NFF and UFSF.

QUESTIONS & ANSWERS:

1. Will a new pre-bid meeting be scheduled for this amended RFP?
No, we are not scheduling a new pre-bid meeting. The only optional pre-bid meeting was on Aug. 21, 2026.
2. The bridge costs could vary depending on whether mobilization costs are spread across all three bridges, if awarded as one contractor, or only for one bridge. Can that be reflected in the proposal?
Yes, you can include pricing schedules for different contract scenarios if being awarded a portion of the work versus the full scope of work would change the pricing.
3. What is the exact hiking distance to the 3rd Creek bridge? Will the trail be cleared to the bridge site? Is there a potential for the bridge contractor to take on the trail construction/clearing to the bridge site?
The distance to the site from the north trail terminal is approximately 3.35 miles (from Ingram Trail Parking). The current trail contractor has constructed ~1.7 miles of trail to date. The Trail Contractor should have completed trail to this location by ~Aug/Oct of 2027. The trail construction & clearing to the bridge sites is already within the Trail Contractor's scope of work.
However, for the Wolverine Bridge item, we did include in the RFP that: "Clearing may be required for equipment access to the southern abutment location and fording of the creek may be required for access to the northern abutment location. Any damage done by mobilization to the existing trail must be rehabilitated to equal or better status... Clearing along the proposed trail alignment is preferred, and clearing conducted by the selected Contractor(s) need only meet the selected Contractor's access requirements for equipment and materials. Bridge Construction Contractor(s) shall coordinate with the Trail Construction Contractor if this is pursued." If you decide to submit a bid for the Wolverine Bridge, you could include some trail clearing into mobilization if your plan was to move equipment to

the site through the proposed trail alignment, as opposed to moving it with a helicopter, for example.

4. Where are the government-furnished stringers located? Is there an approximate weight?

The stringers are located in the Portage Work Center: GPS: 60.804739365341334, -148.9295788225884, 2190 Portage Glacier Rd. The USFS has 4x stringer @8-3/4" x 40-1/5" total length of 60'. Weight of the stringer would be assumed to be ~6500-7500 lbm. with an assumed density of PT timber being in the 50-55 pcf range. The USFS has not measured the weight of these stringers, and weights given are assumed based on density of lumber that is exposed to the elements.

5. Would Gabions be acceptable? What does the worksite for the 3rd Creek crossing look like?

Substructure must be concrete as stated on the plans with Alaska PE stamp. Geotechnical investigation has not been conducted but it is expected that this location may possess competent bedrock below the organics layer. Channel banks are eroded and channel is in ~10-15 ft gorge. The additional option item is for the unknown subterranean ground conditions in case a longer span is required.

6. Is helicopter use permitted:

Yes, a helicopter was assumed to be needed for this project.

7. For the 3rd Creek bridge, will USFS permit the government-furnished glulam stringers to be cut into transportable sections and field-spliced using an Alaska PE-stamped connection design?

Yes, the stringer may be cut into multiple sections and connected with a splice connection that is stamped by an Alaska PE. Stamp and calculations will be required.