

**REQUEST FOR BID  
SLATE VALLEY TRAILS  
June 29, 2020**

## **Trail Master Design Phase, Delaney Woods**

### **A. Introduction**

Slate Valley Trails (SVT) is requesting a bid for a detailed trail design for a multi-use, mountain bike trail (Grey Trail) of approximately 0.75-1.0 mile trail in the Delaney Woods (DW) town forest in Wells, VT. Conceptual design is shown in the map Delaney Grey Trail attached. The purpose of the project is to enhance the DW trail system to ensure long-term viability for non-motorized uses, including mountain biking. SVT has been awarded a Vermont Recreational Trails grant for the project. Estimated time for construction is 2021 but bids for construction will go out in the fall of 2020. All work shall be performed to the standards of the International Mountain Bike Association assuring a sustainable trail. Trails should fit in with the existing trail system and design with the objective of being fun, single track, interesting and bi-directional where ever possible.

### **B. Slate Valley Trails Representative**

SVT will assign a Project Leader (PL) who will be responsible for managing the project, including approving invoices and providing direction and assistance to the designer.

### **C. Primary Trail User Objectives**

Here is a table of trail user objectives to be used in the design stage along with the building of the trail. Trail User Objectives: reference pg 132 Guidelines for Quality Trail Experience (GQTE), see link below

<b>Trail Objectives</b>	<b>Range</b>
Setting	Relatively primitive
Technical Challenge	Intermediate
Trail Flow	Bike-optimized, but less predictable
Nature	Immersed in nature
Playfulness	Moderate
Exposure	Relatively low exposure

Trail should include optimized turns for bikes, but it shouldn't feel "pumpy"; it's not a "flow trail." It should have as much texture as possible, and should be narrow in finished width, with a lot of hidden, natural features. It should look and feel more like what people consider traditional or classic singletrack, a bit more unpredictable with a less manicured or engineered feel to keep riders on their toes.

### **D. Scope of Work**

The primary outcome products for the trail designer is to deliver a final report with the following:

1. Define the scope of the work for trail construction, and
2. Provide the detailed path of this new trail (GT2, GT3 & GT4) in a GPX file and final map, as well as on-the-ground blaze ribbons showing the proposed trail pathway. The final report should identify and estimate:
  - Hand built sections (lengths)
  - Machine built sections (if required) (lengths)
  - Switchbacks (number and type)
  - Stone work (lengths)
  - Armoring sections (lengths)
  - Bridging or puncheons (lengths)
  - Stone, wood and other purchased materials (quantity/volume)
  - Tread is shaped using natural materials (rocks or soil) to provide a trail tread and play features that blends with its landscape.
  - Any disturbances of natural materials must be put back to near natural condition.
  - Trail difficulty will range from Easy to Very Difficult with the main objective to be More Difficult (intermediate) for more than 50% and a few Very Difficult sections (moments) which can also have bale out for easier trail choices.
  - Accessibility points- Delaney Cross road, East Trail, old logging roads

Small portions of the trail surface could be hardened by utilizing external material such as slate or shale. Use of this material should be limited and there should be consultation with the PL before submission of the final report.

Trail Standards to follow: VMBA's Trail Solutions, IMBA's Guide to Building Sweet Singletrack

Great resources for trail design, quality and key factors in design and building of trails:  
<https://vmba.org/wp-content/uploads/2019/09/GQTE-Part-I.pdf>

<https://vmba.org/wp-content/uploads/2019/09/GQTE-Part-II.pdf>

## **E. Trail Map and Route Sections**

Updated Grey Trail map attached.

### **Description:**

**GT1: Volunteer build rake and ride approximately 2000', generally flat route starting on East Trail and going east of ET, continuing roughly parallel to ET before returning to ET. (+/-1900')**

**GT2: TBD- (may just use existing ET and not venture further out as originally considered) using ET and creating a rake and ride loop to and from ET by volunteers. Or a professionally built trail to loop out and back onto ET. Quote optional adder to design bid. (+/-1200')**

**GT3: Professional built, starting on ET by rusty car and small slate quarry. Goes up towards old work trail used to access upper trails where it turns approximately 180 degrees to GT4. Preferably bi-directional. (+/-1900')**

**GT4: Professional built trail going around north side of DW hill generally westwardly direction before heading south. Following a mid-hill path below Hoot's Loop before heading west of the valley. The more challenging design area with tougher grades to work with. Possibly connecting (on/off) with an old logging road or through woods on off the ridge line west of valley but parallel to valley. Climbing turns and switchbacks are required and sections in between should use the "half rule", "grade reversals" and "10 percent rule" while giving riders flat sections for recovery. Bi-directional riding is the objective. Will end at bottom of valley where most likely a puncheon is required (30-40'). Prefer not to connect with Delaney Cross Road and make trails more visible and accessible to non-human use. (+/-3200')**

**GT5: Volunteer build rake and ride, generally a gentle sloped route starting at end of GT5 in valley and meandering through the woods on and off two old logging roads to meet up with Hoots Loop. (+/-2200')**

#### **D. Contract Time Period**

SVT will select a designer at its special Trails Committee meeting on July 27, 2020. The designer may begin work any time after the execution of a signed contract. The design project shall be completed no later than September 17, 2020.

#### **E. Submissions**

Designers wishing to be considered for this project shall submit their project bid for trail design **via email** to the project leader:

Bill Alexander  
Telephone: (802) 236-4571  
Email: billalex99@gmail.com

SVT must receive your bid no later than **12:00 noon on, July 27, 2020**. Bids and/or modifications received after this time will not be accepted or reviewed unless specifically requested by SVT in writing.

The expense of preparing and submitting a bid is the sole responsibility of the designer. SVT reserves the right to reject any or all bids received, to negotiate with any qualified source, or to cancel in part or in its entirety this request for bids as is in the best interest of SVT. This solicitation in no way obligates SVT to award a trail construction contract to the design bid awardee.

**Designer:  
Signature:**

**Cost:  
Date:**