



**PROFESSIONAL MOUNTAIN BIKE-OPTIMIZED MACHINE-BUILT  
SINGLETRACK TRAIL CONSTRUCTION SERVICES  
To Construct Phase 1 of the Mud Springs Trail System**

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**REQUEST FOR PROPOSALS (RFP)**

Proposals are due by

**Friday, October 11, 2024 at 5:00 pm**

**SEND ONE (1) COPY OF THE SEALED PROPOSAL TO:**

Clerk/Auditor's Office

Clerk Auditor

125 E Center St Moab, UT 84532

Phone: 435-259-1322

Email: [clerk@grandcountyutah.net](mailto:clerk@grandcountyutah.net)

**SEND PROPOSAL INQUIRIES TO:**

Evan Smiley

Active Transportation & Trails Department

125 E. Center St. Moab, UT 84532

Email: [esmiley@grandcountyutah.net](mailto:esmiley@grandcountyutah.net)

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***IMPORTANT NOTICE TO ALL PROPOSALDERS: Grand County reserves the right to disqualify incomplete Proposals, waive minor defects as it deems applicable in the written Proposals, request additional information from any respondent, change or modify the scope of the project at any time without penalty, negotiate terms with one or more of the respondents, reject any or all Proposals without penalty, and take any steps necessary to act in the County's best interest. The County also reserves the unilateral right to order, in writing, changes in the work within the scope of the contract and changes in the time of performance of the contract that do not alter the scope of the contract work. Proposals will not be considered for award if received by Grand County after the official closing date and time.***

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## 1.0 Project Overview

The scope of work includes construction of 7.11 miles of beginner and intermediate machine-built bike-optimized trail as part of the Mud Springs Trail System (MSTS).

The MSTS is a planned, multi-phase, 20+ mile stacked loop trail system located in the Spanish Valley area of northern San Juan County, Utah. (Attachment 1) This proposal will focus on Phase 1 of construction, as described below. Coordinates of the trailhead are 38.43256, -109.42229.

The trails will be purpose-built for mountain bike and Class 1 E-bike riding. Trails will be designed to accommodate diverse skill levels, adaptive cycles (Attachment 2), and National Interscholastic Cycling Association (NICA) races. The Moab NICA race will be moved to MSTS when it is complete.

## 1.1 Project Location Overview

This project is administered by Grand County, but the project location is 5.5 miles south of the Grand County boundary in San Juan County. The closest municipal area is the City of Moab, located 12 miles away.

San Juan County Information: San Juan County is home to Bears Ears National Monument and known for its striking desert landscape. As of the 2020 Federal Census, slightly less than 15,000 people resided in San Juan County, including 5,000 in the cities of Blanding and Monticello, with the balance in small communities and remote areas. Most of the population are American Indian/Alaska Native (47%) and non-Hispanic whites (43%), and approximately 56% of the residents are between 18 and 64. San Juan County has a median household income of \$52,400 and a median property value of \$128,700. The poverty rate is 22.8%, with the most significant incidence in the county's southern portion. The county has approximately 5 miles of beginner and intermediate mountain bike-optimized trails around Monticello. It does not have a High School mountain biking (NICA) team or a formalized trails group.

Grand County Information: The Moab area is an international outdoor recreation destination with a tourism-driven economy. It is the gateway community to Arches and Canyonlands

National Parks and is known for a variety of outdoor activities, including hiking, 4x4 and OHV trails, rock climbing, river rafting, and mountain biking. It is home to over 170 miles of bike-optimized singletrack trails, including the Slickrock Trail and Whole Enchilada route. As of the 2020 Federal Census, the population was just under 8,500, with Moab as the largest municipality. Most of the population is White ( 92%) and approximately 60% of the residents are between 18 and 64. The median income for a household in the county is \$32,387, and about 10.90% of families and 14.80% of the population are below the poverty line.

MSTS is an opportunity to improve high quality trail access for both San Juan County and Grand County residents located near Spanish Valley. Developing this significant trail system in the county will improve access to outdoor recreation and provide health and wellness benefits to the community.

## 2.0 Project Goals

Grand County is looking for high-quality construction to complement the rest of the region's world-class mountain bike trails. Moab, the adjacent city, is well known for its highly technical, rocky, hand built trails. MSTS will be unique for the area, adding a different riding style and singletrack open to Class 1 E-bikes, increasing the appeal of the area.

## 3.0 Scope of Services

See Attachment 3 and 4.

This RFP is for the five trails listed below. The trails are listed in groups that should be built together (Group A and Group B). The order of trails below is the order that the trails should be constructed (1 - 5).

### **Group A: 5.10 miles total**

1. Climbing Trail (1.98 miles, Beginner)
2. Perimeter Trail (3.12 miles, Beginner)

### **Group B: 2.01 miles total**

3. Cauldron to Trailhead Trail (0.76 miles, Beginner/Intermediate)
4. Cauldron South (0.71 miles, Beginner/Intermediate)
5. Perimeter to Cauldron (0.54 miles of conversion from road to singletrack, Beginner/Intermediate)

## 4.0 Construction Activities and Responsibilities of the Trail Builder

Trail design has been completed and is not part of this RFP.

**Trail Width:** All trails will be machine-built with a 48" maximum width except for pullouts for handcycles, which can have a maximum width of 72" on level ground and will be designated on a map.

**Excavation and Earth:** Use machinery to excavate and shape the trail, ensuring proper drainage and sustainable grades per the provided trail design. Excess soil that is not used to shape, build up, or support the tread surface needs to be removed from the project area or used on another part of the trail where additional soil is needed.

**Tread Construction:** Construct a durable and sustainable trail surface using native materials.

**Grade Reversals and Drainage:** Construct grade reversals and any necessary drainage features to promote water drainage according to the provided trail design.

**Trail Features:** Build trail features (berms, bumps, jumps, and switchbacks) in correspondence with the trail difficulty and adhering to provided trail design and to conform to modern "bike-optimized" trail construction practices. Within the trail (48") and pullouts (72"), there will be no physical barriers taller than 12" to accommodate adaptive cycles.

**Final Grading and Finish Work:** Conduct final grading and finish work to ensure a smooth and visually appealing trail surface and minimally disturbed surrounding slopes.

**Impact Mitigation:** Tree removal and tree limb cutting will be avoided as much as possible. This has been considered in the trail design. Removal of a tree over 10" in diameter at root crown/base of trunk must be requested and granted approval by the BLM botanist. Disturbed areas over 50" will be naturalized, with the exception of planned 72" pullouts.

## 5.0 Construction Considerations

### Design Adaptations

A 100' corridor from the GIS center line (50' on either side) is available to the builder to adapt the trail route as needed. Trails have been designed for directional travel and should be constructed to optimize travel in the recommended direction.

### Equipment Considerations

Equipment operators must report to the BLM all oil, fuel, or other hazardous material leaks or spills onto the ground surface. The BLM requires a Spill Response Plan. Fuel spills of significance (>5 gallons) must be reported within 2 hours to [kanelson@blm.gov](mailto:kanelson@blm.gov). Operators are required to have on hand spill response and containment equipment to deal with basic fuel spills, including any equipment necessary to protect persons responding to a spill (e.g. personal protective equipment). The operator must submit their spill response and clean-up plan to the BLM for review and approval prior to initiation of any work.

Due to the rocky nature of the terrain, it is recommended that trail construction be done using a compact mini excavator with retractable tracks that go no wider than 54" (Kubota U17, Bobcat E20, Cat 301, etc). Assessment by the trail designer indicates that the tread is fully buildable with a mini excavator (rock on the route appears to be broken rather than bedrock and there is sufficient soil available to build up the trail as needed).

Use of a mini bulldozer, like a Sweco dozer, is not advised and use will need justification in the submitted Proposal.

### **Biologic Considerations**

1. Biological soil crusts (biocrust) are communities of bacteria, cyanobacteria, fungi, lichens, and mosses that occupy the surface of the soil in the region. They provide critical ecosystem functions such as stabilizing soils and increasing fertility. Mature biocrust takes decades to grow and is easily disturbed by as little as a foot step. Construction and travel in the area must minimize impact of mature biocrust whenever possible (information about biocrust found in Attachment 5).
2. Isley's milkvetch (*Astragalus iselyi*), is a threatened, endemic plant in the area of construction. It grows primarily in wash bottoms, some of which are below the planned trails. The planned trails are on adjacent hill slopes within 300' of occupied habitat. This project has been granted an exception to construct the 0.8 mile (4,224') stretch of trail within the 300' buffer of occupied habitat following the mitigations below. In this area, which will be well-defined on a map and on the ground, the following must be implemented:
  - The occupied habitat will be marked during construction.
  - A BLM botanist must be onsite to monitor construction. The scheduled dates for work must be coordinated with the BLM at minimum 3 months in advance to ensure availability of a botanist.
  - Any suspected damage or destruction of *Astragalus iselyi* during construction will be reported to the BLM botanist immediately.
3. See "Impact Mitigation" in Section 4.0 concerning tree removal and tree limb cutting. Trees in the project area provide habitat for migratory birds.

### **Paleontologic Considerations**

The trails will cross through various geologic layers. Some of these layers may contain paleontological resources. A BLM paleontologist must be onsite to monitor construction during construction through these areas, which will be well defined on maps and on the ground. The scheduled dates for work must be coordinated with the BLM at minimum 3 months in advance to ensure availability of a paleontologist.

### **Mitigation Considerations**

The impacted area outside of the trail corridor will be naturalized after construction.

Any machines, tools, and boots will be deep cleaned before construction to avoid transporting invasive species into the area.

Excess soil, not used for trail construction, will be removed from the project area.

## **6.0 Access**

Yellow Circle Road (B Road 129) off of Hwy 191 to the south of Moab, UT, will be the primary access and staging point. Yellow Circle Road is an improved dirt road. There are a number of other lesser improved roads off of Yellow Circle Road that travel north and the west and provide alternative access points for a machine. A map is attached with machine access points circled in red (Attachment 3).

All vehicles must remain on designated roads. Parking must occur in previously disturbed areas where possible and may otherwise only pull off the side of a road far enough to ensure safe, non-obstructive parking. Crews may travel cross country on foot as necessary, minimizing impact whenever possible by walking on durable surfaces (such as rock and wash bottoms) and avoiding mature biocrust.

## **7.0 Project Schedule**

Work must be completed between August 1<sup>st</sup> and November 30<sup>th</sup> in accordance with wildlife restrictions (mule deer and migratory birds.) Ideal candidates will be able to complete the project within the build window in 2025. However, it is reasonable that the project will take place during build windows in both 2025 and 2026, focusing on Group 1 in 2025 and Group 2 in 2026.

The builder will provide a proposed schedule at least 3 months in advance of work on trail sections that require a monitor and regular progress updates to the Project Manager to ensure effective communication and coordination between the cooperative parties (BLM Moab Field Office, Grand County Active Transportation and Trails, San Juan County Chief Administrator, San Juan County Economic Development and Visitor Services, and San Juan County Road Department Director.)

## **8.0 Communication**

The primary Project Manager and point of contact during construction is the trail designer, Tyson Swasey. Tyson has over a decade of trail construction and design experience that includes work in the Moab area and nationally as a builder for International Mountain Biking Association Trail Solutions. He currently works for the project partner and contract holder, Grand County.

## **9.0 Deliverables**

Complete all 7.11 miles of machine-build trails, constructed according to the provided trail design and specifications. (Attachment 3)

Complete impact mitigation as defined in Section 4.0.

Provide a final project report summarizing the construction process, challenges encountered, and any recommendations for future maintenance.

**Attachments:**

1. Mud Springs Overview
2. Adaptive Cycles Standards
3. Trail Info Spreadsheet
4. Mud Springs Phase 1 Map
5. Biological Soil Information Sheet

## **10.0 Qualifications**

1. Availability within the build window(s) of August 1st-November 30th in 2025 (and 2026 if needed). Priority will be given to the qualified bidder who can complete the project in 2025.
2. Company bio and each team member's bio. The field lead/project manager shall be a Professional Trail Builders Association member or demonstrate equivalent experience.
3. 3 examples of completed projects with similar scope.
4. Proof of Utah Contractor's License.
5. 2-3 references from previous clients.
6. 1-Year Warranty against issues involving drainage, erosion, and undue settling of fill areas.