REQUEST FOR PROPOSALS

for Trail Construction Project

Spring/Summer 2020:

Dam those Beavers!

The Superior Hiking Trail Association seeks proposals from individuals and businesses with expertise and creative solutions for crossing beaver dams!

About the Project

The boardwalk at Sawmill Creek lives in infamy on the Superior Hiking Trail (SHT). It is a 375-foot crossing of a pond just below the beaver dam. The lumber is mostly sound, but the structure has heaved and buckled in places and tilts heavily to the side in others. Add some broken fasteners, and the overall effect is quite unstable and dangerous. We want to replace the structure with something sturdier, about 40 inches wide (no less than 32 inches), built with high-quality but cost-effective materials, and that will retain its structural integrity and last for many years to come. In addition to the creek crossing, it there is about 500 feet of worn out puncheon on the trail immediately west of the current boardwalk that would need to be replaced which is also within the scope of this project.

We believe the current location to be the optimal crossing, as the trail already goes to and from this spot. Moving the trail to make an improved creek crossing downstream has both positive and negative

tradeoffs. Placing the new boardwalk at the current crossing seems the best choice, but we are open to suggestions.

The project is located on property managed by Lake County; they have approved the replacement of the structure but would still need to approve a reroute if that is determined to be optimal.

SHTA has some designs for puncheon and elevated boardwalk that we have used in the past (and can share with you). We would like the new structure built at this location to meet or exceed our standards. An elevated structure crossing a pond is new territory for us. We have some ideas about what might work, but are open to ideas that you, the contractor, are experienced with.

If new trail is constructed, we would want the trail to be built with a finished tread width of 32 inches, full-bench construction, with a cleared corridor width of approximately 36 inches on either side of the center of the trail. Trail grade should not exceed 10% without prior discussion and approval. Trail can be roughed in with machinery, not to exceed 48 inches in width, but must be finished with a hand crew. (Volunteers can provide that labor.)

Project Funding and Prevailing Wage

This project is funded by a grant through the Minnesota Environmental and Natural Resources Trust Fund, and since the funds we're using to complete this trail project come through a grant program managed by the state of Minnesota, the state asks us to ask you to attest that you abide by the Minnesota's prevailing wage law for construction work. You can simply tell us, "Yes" or "No." Be sure to include a Prevailing Wage form with your submittal. If abiding by this law affects the price of your bid, you should adjust it accordingly. If you are offered a contract by the SHTA and you accept, it is expected that you will comply with Minnesota's prevailing wage law. Here's where to get information about Minnesota's prevailing wage law:

http://www.dli.mn.gov/business/employment-practices/prevailing-wage-information

Access to the Site

Sawmill Creek project site is fairly accessible due to a logging road (coming off of a county road) that takes you very near the SHT. Here are GPS coordinates of the actual structure: **47.423902, -91.170105.** We have permission to brush out a portion of the road, and if we decide to and are able to do this, I believe that one could drive a vehicle to within 70 feet of the trail. From there it is about a quarter mile on the SHT to Sawmill Creek (through which you will traverse the worn-out puncheon needing replacement on the trail). In either case, this is the easiest and closest access to the work site.

About the Superior Hiking Trail

The Superior Hiking Trail was conceived in the mid-1980s by state and federal resource agency officials and North Shore tourism business owners. They imagined a natural footpath paralleling Lake Superior's North Shore (in Minnesota) and running from Grand Marais on the east to Two Harbors on the west. The trail got built thanks to the dedication of a few resource agency employees, the contributions of thousands of hours of volunteer labor, a $1 million + investment by Minnesota's Legislative Council on Minnesota Resources (now known as LCCMR), and continuing support of thousands of members and donors.

By the early 2000s, the ambition of the Superior Hiking Trail Association, which manages the Trail, expanded the concept and reality of the SHT through and beyond the city of Duluth to the Minnesota-Wisconsin state line, and to the Canadian border. Today, the SHT is a 300-mile continuous natural footpath boasting another 40 miles of spurs and loops and 94 campsites. It is used by an estimated 100,000 people per year, from through-hikers taking on a life experience to dog-walkers in Duluth and tough-minded runners pursuing ultra-marathons.

Even though nearly 90% of the SHT is on public land, the Superior Hiking Trail Association is fully responsible for the Trail's maintenance, upkeep and development. It was founded in 1986, has an annual budget of about $1,00,000, and has 4 full time and 2 part time staff and two seasonal trail maintenance technicians under contract.

Proposal Requirements

Proposers should have experience with and be able to provide the following:

- Contractor must be able to demonstrate expertise working within an environmentally sensitive area and in the construction of boardwalk or puncheon with dimensional lumber and working with native stone (if applicable). Experience with similar beaver dam crossings preferable.
- Contractor must be able to demonstrate expertise building and designing natural-surface trails in similar setting and under similar specifications, if applicable.
- Contractor and all personnel using a chainsaw must have current chainsaw safety training certificate through the USFS Chainsaw Safety Training or equivalent.
- Contractor and all personnel must have current First Aid and CPR training certificate from the American Red Cross or equivalent.
- Contractor must submit an Environmental and Safety Management Plan with bid.

Please include with your proposal the following information:

- Cost estimates for the project, broken down into materials, labor, travel and lodging.
- Prevailing Wage form
- Detailed construction plans for the structure.
- Your availability, or potential start date.
- Your qualifications for constructing a boardwalk of this kind and your past experience building and maintaining hiking trails or other recreational trails, including creating accurate cost estimates.
- Documented evidence (photos, organizational newsletters or other material) of trail construction or repair projects you have overseen or participated in.
- At least two references from customers of your work. (If you work for a nonprofit organization, please provide testimonials or references from volunteers who have worked with you.)
- A list of all equipment (make, model, year and width) that will be used on this project must be submitted with bid for approval.
- A list of all equipment operators with hours of experience on each piece of equipment must be supplied with bid.

PLEASE SUBMIT YOUR PROPOSAL NO LATER THAN March 30, 2020. If your proposal is selected, contract details can be made final following your on-site review of the project, if needed.

Send Proposal, or questions to:

Tamer Ibrahim, Trail Operations Director
Superior Hiking Trail Association
tibrahim@superiorhiking.org
218-370-8393

Appendix

Photos of the Structure:

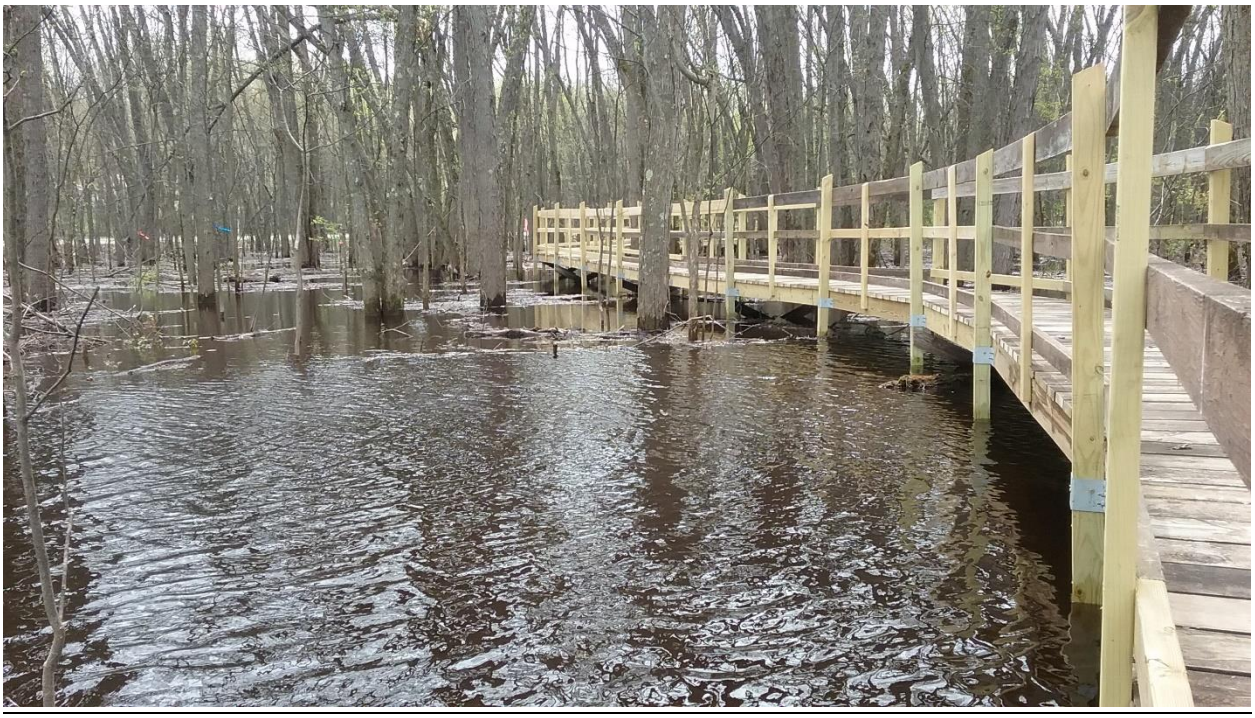
Looking Downstream:

Looking Upstream:

Examples:

An elevated boardwalk like this one is an example of what we have in mind. Galvanized steel footings designed for saturated or unstable soils support the structure at whatever height necessary. In the case of Sawmill Creek, the structure will be in water of varying depths, possibly as deep as three to five feet.

This second example shows a similar structure, built with the same footings, in a flooded area. It was, however, built in dry conditions when no water was present. Another possibility, which may be better suited to this application would be the use of helical piers. Information on galvanized steel footings (Bog Pans) can be found at: https://custommfginc.com/



Maps of the Worksite: