

Intervale Preserve Request for Proposals (RFP)

Clarifying Comments

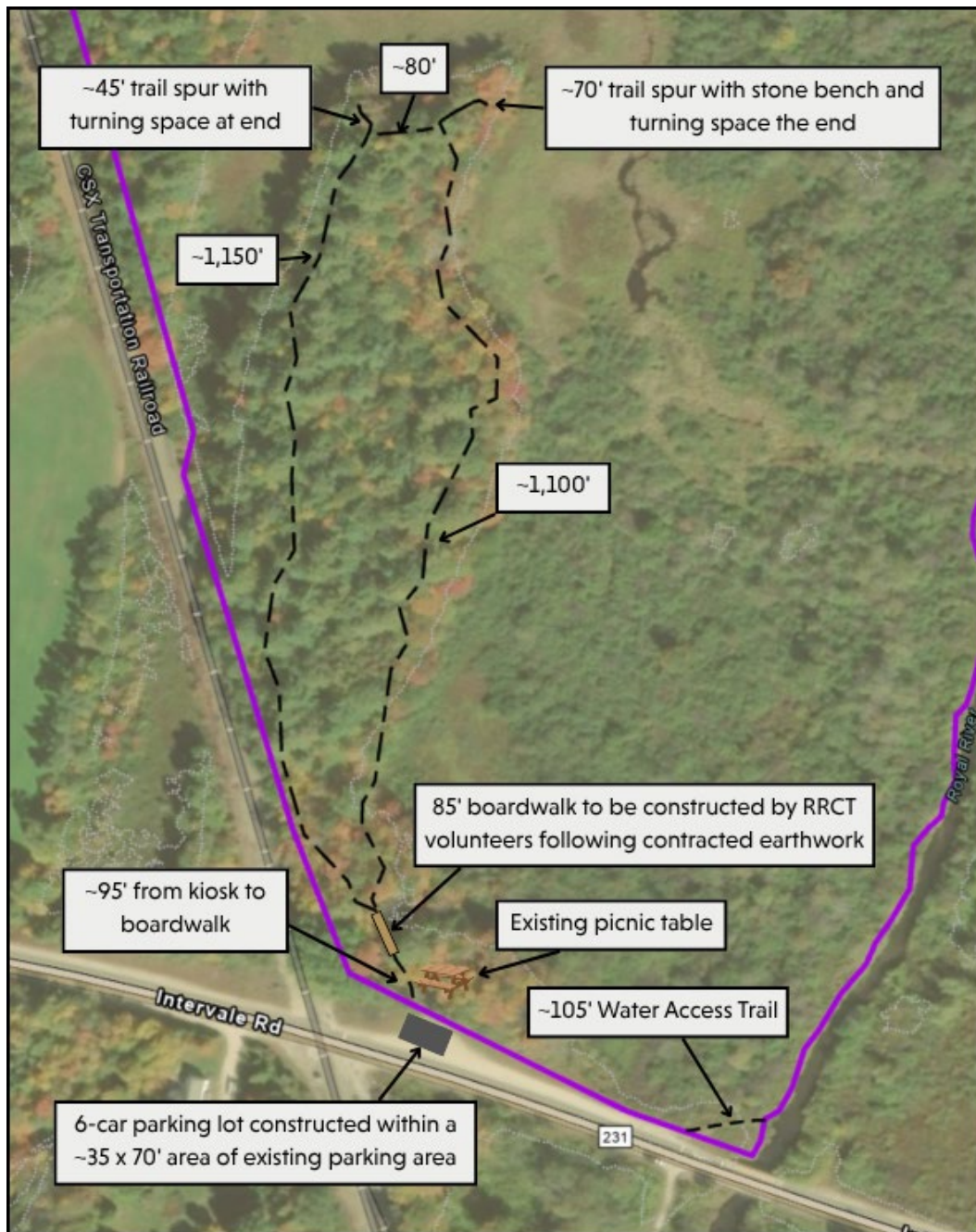


Figure 1. Labeled Warbler Trail and Water Access Trail Map

Warbler Trail

- The trail will be closed to the public during construction.
- The 85-foot stretch of bog bridging currently present on the trail will be removed by Royal River Conservation trust (RRCT) staff and volunteers prior to contractor construction of trail earthwork. Contractors can drive a mini excavator or other equipment needed along the bare earth where the bog bridging was to reach the rest of the trail. There are no other suitable access points to bring in equipment or gravel.



Figure 2. Existing bog bridging

- The 5-foot-wide earthwork will begin at the kiosk. The trail should blend seamlessly with the 6-space gravel parking lot. The trail will continue for ~95 feet before transitioning to the ~85 boardwalk.
- A circular or T-shaped turning space should be added to the end of the two trail spurs.

304.3.1 Circular Space. The turning space shall be a space of 60 inches (1525 mm) diameter minimum. The space shall be permitted to include knee and toe clearance complying with 306.

304.3.2 T-Shaped Space. The turning space shall be a T-shaped space within a 60 inch (1525 mm) square minimum with arms and base 36 inches (915 mm) wide minimum. Each arm of the T shall be clear of obstructions 12 inches (305 mm) minimum in each direction and the base shall be clear of obstructions 24 inches (610 mm) minimum. The space shall be permitted to include knee and toe clearance complying with 306 only at the end of either the base or one arm.

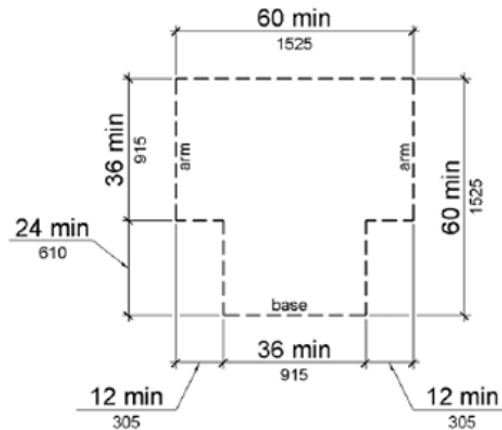


Figure 304.3.2 T-Shaped Turning Space

- The stone bench at the end of the 70' trail spur will likely need to be reset or moved slightly. A minimum of 36" x 48" of clear ground space must be provided near the bench, with one side of the clear space adjoining the turning space.



Figure 3. End of 70' trail spur with stone bench overlooking the marsh

- Around the existing picnic table, a minimum of 36" of clear ground space on all usable sides of the picnic table must be provided. The picnic table may be moved within 10' of its original location to accommodate the clear ground space.



Figure 4. Existing picnic table nearby the kiosk

- During the trail construction process, vegetation may be removed at approximately 1 foot beyond the treadway wide, unless restricted by the natural environment, if necessary to ensure that the final grade will be 5 feet wide with solid treadway edges. This work should be done with a mini excavator and professional that is used to working in the natural environment.
- This project intersects with an Inland Waterfowl and Wading Bird Habitat (IWWH), a Significant Wildlife Habitat under Maine's Natural Resources Protection Act. These habitats provide important breeding, feeding, migration, and staging habitat for waterfowl and wading bird species. High and moderate value IWWHs include both the wetland complex and a 250-foot upland zone. Maine Department of Inland Fisheries and Wildlife (MDIFW) recommends that these resources be avoided entirely, including no clearing within the 250-foot upland zone extending from the wetland edge. However, given that this buffer has been already impacted from previous trail corridor, they recommend to avoid tree clearing outside of the trail corridor within this riparian buffer.
- The trail may be rerouted slightly to give the marsh more of a buffer and avoid further removal of trees. Any proposed reroutes should be flagged for RRCT approval prior to implementation.

- **Add Alternate:** There is a large (~18" diameter) dead pine tree over the trail on the side closest to the railroad.



Figure 5. The tree is partially attached to the base and caught in several trees at the top.

Please indicate whether you would be willing to remove this widow maker, and at what additional cost. We would like the tree to be brought to the ground, with the truck cut into manageable pieces and left on-site off trail.

Route 231 Water Access Trail

- The footpath between the infiltration steps and granite steps will likely need to be regraded.
- RRCT does not have granite steps on hand. RRCT can ask around to acquire granite steps, but contractor supplying the granite would be preferred.
- The lowest granite step should be below the water line. As mentioned in FB Environmental's Site Design, work below the high-water mark should occur during low water level periods conforming to the in-stream work window between July 15 and October 1. If this conflicts with contracted work schedule, we can request approval to work outside of this window.

- As a reminder, FBE will provide 8 hours of on-site construction support for the Interurban Multi-Use Trail and the Route 231 Water Access work.

Interurban Multi-Use Trail

- RRCT owns the Interurban trail corridor and Intervale Preserve in fee. The property was recently field-surveyed, and the boundaries are clearly marked with placards, rebar pins, and pink flagging tape. Trail work should be primarily conducted within the existing trail bed, but drainage work can continue up until the property lines.
- The Interurban Multi-Use Trail and intersecting Foxcroft Multi-Use Trail are active snowmobile trails.
- Segment 3, the intersection of the Interurban Multi-Use Trail and Foxcroft Multi-Use Trail and kiosk can be used as a staging area during construction.
- The segments outlined in the FBE Site Plan are flagged in the field but are flexible based on contractor's proposal.
- As a reminder, FBE will provide 8 hours of on-site construction support for the Interurban Multi-Use Trail and the Route 231 Water Access work.

RRCT's Project Agreement with the Maine Trails Program runs through December 31, 2028. However, priority will be given to bidders who can complete construction of all three components by **December 1, 2026**.