



**MISSOULA COUNTY
REQUEST FOR PROPOSAL ADDENDUM**

**RFP NAME:
DUE DATE**

ADDENDUM NUMBER: 03-2026-02-A1

To All Offerors:

Attached are written questions received in response to this RFP. These questions, along with the County's response, become an official amendment to this RFP.

All other terms of the subject "Request for Proposal" remain as previously stated.

Acknowledgment of Addendum:

The offeror for this solicitation must acknowledge receipt of this addendum. This page must be submitted at the same time as the proposal or the proposal may be disqualified from further consideration.

I acknowledge receipt of Addendum No. 03-2026-02-A1

Signed: _____

Company Name: _____

Date: _____

Is the intermediate downhill trail that's part of this RFP one-way? Yes.

Does the Owner like the single-track side hits on existing Hello Kitty? Yes, if it won't fit an adaptive mountain bike (aMTB) however, then the intermediate downhill trail should have appropriate ride around. Adaptive jumps should be wedge shaped with less radius. Run-ins for drops should be wide enough for the aMTBs with enough space for rider assessment and be "rollable" at low speed. The trail doesn't have to be loaded with features. Most jumps on existing Hello Kitty are disguised as grade reversals. This new trail should have more dedicated jumps with no mandatory gap.

Are we piling slash? Disperse on downhill side of trail. Leave tree selection (highest to lowest): Western Larch >Ponderosa Pine>Douglas Fir>Lodgepole Pine. Missoula Mountain Bike Coalition (MMBC) will clear trees once the trail corridor is flagged. Can cater to the preferences of the selected contractor as far as leaving stumps or otherwise.

How else is MMBC willing to support with project implementation? Contractor cannot rely on MMBC for 100% of hand finishing, but MMBC staff and volunteers can be made available to rake rock for instance. Within your bid submission, verify if MMBC support is possible and by how much this service can offset the total project cost.

Can features be built in old ski runs? All trail construction activities need to be outside of the main Challenger ski run. There is a different legacy ski run not being actively managed as part of the winter recreation zone. The trail can cross/traverse within that ski run cut, but raised or lowered trail features (e.g., berms and jumps) cannot be sited within this area. Missoula County will consult again with the Montana Backcountry Alliance (MBA) on winter recreation considerations for trail alignment once final design is complete. Earlier conversations with MBA have informed the trail project boundary included within the RFP.

Where is the intermediate trail terminus? The final alignment of the trail terminus is TBD and will be based on the selected contractor's final design. Using the dual slalom and/or Marshall Arts exit are two preliminary ideas. The run out of this trail will need to be compliant with aMTB specifications.

Can we get the conceptual trail map digitally? Yes, we have included the Avenza PDF as part of this addendum. See page 3 of this document.

How is the project funded? Both trails are funded with a combination of federal, state and private dollars. Missoula County is awaiting a Land and Water Conservation Fund (LWCF) grant agreement from the National Park Service (NPS). As long as the timeline for execution of that agreement with NPS remains late April or early May, we expect to go under contract with the selected contractor by the end of May. The majority of trail construction included within this RFP will occur in the June-November 2026 timeframe with work wrapping May/June of 2027 if needed.

Will the access road become the base area loop? TBD based on the corresponding Base Area Redevelopment design of the entrance portal (main trailhead) to Marshall Mountain Park. That deliverable is also conditionally funded by LWCF. Missoula County anticipates having a definitive answer for the trail contractor on base area loop alignment and if the access road will be incorporated by September of this year. Accordingly, selected contractor will need to plan on constructing the intermediate downhill trail first and the remaining portion of the base area loop second.

Can I camp on site? Yes. Camping will be allowed by permit with Missoula County, as needed, for the selected trail contractor.

Who's responsible for securing the construction area and notifying the public of construction activities? Selected contractor will be responsible for setting and maintaining trail closure signage and safety barriers at the construction site. Missoula County staff will post notices at the base area and on official digital communication channels about trail construction activity and can support the contractor with other communications as needed over the project duration.

What are the specs for the base area loop? United States Access Board, *Outdoor Developed Areas*. See 1017.1, Exceptions 1 and 2 for how to proceed in the event site topography or other conditions make it impracticable to construct a trail that complies with the Outdoor Developed Areas guidelines specifications.

What are the acceptable work hours? Work will need to be limited to weekdays during the daylight hours and comply with any and all fire restrictions in effect. If travelling on access roads the contractor needs to drive at 10 MPH or less and stay conscious of trail traffic, especially in the afternoon/evening when programming is often being run at Marshall Mountain Park.

What is the maximum jump size? Max length of a longer/not-so-lippy jump we'd be looking for would be ~15ft, and more radiused jumps max length of ~10 feet, with most sitting between 10-12ft for wedge-shaped and ~8ish ft for radiused. All jumps must be rollable with no gaps, drops no "real" length limit depending on your speed but must be rollable.

On Page 10 of the RFP under the section "Scope of Design Services Provided", the average width is listed at 48". How much flexibility is there on the trail width specification? 48" matches the Kootenay Adaptive specs for single black diamond adaptive trails, but given the nature of the trail including potential technical trail features such as tabletop jumps, an average width around 60-72" may be appropriate to ensure a safe and confidence-inspiring rider experience. Where ride-arounds near such technical trail features are necessary, wider yet may be appropriate. Of the example trails cited, both Bluetiful at Legacy and Blue Ribbon at Galbraith Mountain are often wider than 48", as is typical for intermediate bike flow trails with jumps and berms. Additionally, due to the steep terrain and large amounts of dirt to be moved for switchback berms and technical trail features, using mini excavators in the size range of 3.5-4 tons for the initial rough-in could make construction more efficient, and those machines have a track width of 5.5-6 feet.

The 48" average tread width for the intermediate, blue flow trail remains the project specification. While it is understood that features and ride-arounds, berms, etc. will require localized widening, the 48" average tread width is in line with the following project priorities: (1) limiting ground and vegetation disturbance within the trail corridor, (2) the spec'd tread width is similar to the existing intermediate downhill trail at MMP (Hello Kitty), and (3) integrating into the landscape and managing the visual impact and aesthetics of the trail cut as seen from the Marshall Mountain base area. Consequently, while we understand the potential efficiencies of 3.5-4-ton machines, the use of smaller track width equipment is expected to meet these overarching land management priorities.

