

City of Waterville

Request for Proposals (RFP)

RFP Issue Date: March 5, 2026

Quarry Road Trails – Phase 1 Singletrack Trail Construction

Project Overview

The City of Waterville is seeking proposals from qualified professional trail builders for the design, layout, and construction of approximately 1.5 miles of new multi-use singletrack trail at Quarry Road Trails in Waterville, Maine. This project is funded in part through a Maine Trails Program (MTP) Bond Grant and represents a core component of Phase 1 of the Quarry Road Trails Master Plan.

Quarry Road Trails is a four-season, city-owned outdoor recreation facility serving hikers, mountain bikers, trail runners, snowshoers, and Nordic skiers. The City's goal is to construct high-quality, sustainable, and enjoyable singletrack trails that meet contemporary trail design standards and provide beginner-friendly through advanced riding and hiking experiences.

Project Objectives

- Implement priority recommendations and construct approximately 1.5 miles of new single track in locations identified in the *Quarry Road Singletrack Planning Project (Central Maine NEMBA × Friends of Quarry Road, Winter 2025)*
 - Provide a mix of machine-built and hand-built trail segments
 - Include at least one machine-built, gravel-capped beginner-friendly trail segment (anticipated ~0.8 miles, conceptually aligned with the “Eastern Approaches / East Side Trail” concept)
 - Improve sustainability, drainage, and long-term durability
 - Minimize environmental impacts through best management practices
 - Create an engaging trail experience for multiple user types
-

Scope of Services

The selected contractor will be responsible for:

- Coordination with City staff.
 - Design and flag detailed trail alignments consistent with the Quarry Road Singletrack Planning Project.
 - Corridor clearing, trimming, and lopping. Removal of undergrowth, roots, small stumps, and obstacles.
 - Bench cutting side slopes.
 - Shaping and compacting tread to promote drainage.
 - Construction of rolling grade reversals, grade dips, and drainage features.
 - Construction of sloped corners, rollers, and optional natural features.
 - Installation of gravel tread where specified.
 - Armoring of wet areas or crossings as needed.
 - Brushing-in or closure of obsolete trail segments.
 - Constructing bridges or other structures at stream crossings.
-

Project Standards

- Finished trail tread width: generally 18"–36"
 - Maximum finished trail width: 4 feet
 - Trail corridor width: no greater than 6 feet
 - Trails shall be built to IMBA and modern sustainable trail design standards
 - Emphasis on natural contour alignment and low-maintenance design
 - Bridges or boardwalks must be minimum 4 feet wide with straight approaches
 - Contractor must comply with all applicable environmental permit conditions
 - Mitigate ecological impacts on steep slopes, curves, stream crossings, and junctions
-

Procurement & Funding Requirements

- The project is partially funded through the Maine Trails Program which is administered by the Bureau of Parks and Lands.
 - Contractor must comply with all applicable federal and state procurement and labor requirements.
-

Project Schedule

- RFP Issue Date: March 5, 2026
 - Proposals Due: March 26, 2026, by 8:30AM
 - Anticipated Award: March 26, 2026
 - Construction Window: 2026 field season
 - All work must be completed by: 11/20/26
-

Proposal Submission Requirements

Proposals shall include:

1. Cover letter, including:
 - Company background and qualifications
 - Project team and key personnel
 2. Resume and examples of up to five similar projects completed within the last three years
 3. Proposed cost per linear foot for each of the four build types described in the Pricing Structure
 4. Proposed schedule
-

Pricing Structure

This contract is expected to be awarded on a **cost-per-linear-foot basis**.

Contractor shall provide:

- Cost per linear foot New Trail
 - Cost per linear foot Deferred Maintenance
 - Cost per linear foot Rehabilitation
 - Cost per linear foot Reroutes
-

Evaluation Criteria

Proposals will be evaluated based on:

- Relevant experience and past performance
 - Quality of proposed approach
 - Qualifications of project team
 - Cost proposal
 - Ability to meet schedule
-

Submission Instructions

Proposals must be mailed or hand delivered to:

Matt Skehan, Director of Parks & Recreation
City of Waterville
6 Wentworth Court
Waterville, ME 04901

Email inquiries: matt.skehan@waterville-me.gov

Proposals shall be clearly labeled:

Proposal - Quarry Road Trails Singletrack Construction

Late proposals will not be accepted.

Bid Form

Name of Bidder: _____

By (Signature): _____

Cost per Linear Foot of New Trail: \$ _____

Cost per Linear Deferred Maintenance: \$ _____

Cost per Linear for trail Rehabilitation: \$ _____

Cost per Linear Foot Reroutes: \$ _____

Name & Title: _____

Address: _____

Telephone: _____ Tax ID #: _____

General Conditions

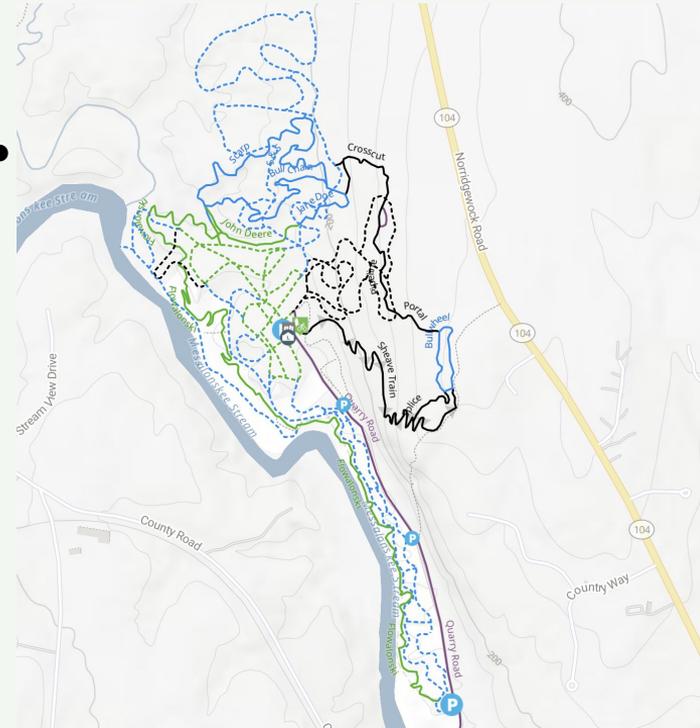
- The City of Waterville reserves the right to waive informalities, reject any or all proposals, and accept the proposal deemed to be in the best interest of the City.
- Award is contingent upon execution of a City-approved contract.
- Payment will be based on verified linear feet completed and accepted by the City.
- The selected contractor shall comply with all federal, state, and local laws and regulations.

Quarry Road – Singletrack Planning Project

Central Maine NEMBA × Friends of Quarry Road •
Winter 2025



&



Project Overview

In the winter of 2025 Central Maine NEMBA and Friends of Quarry Road collaborated on a multi-month project to study all singletrack resources and begin long-term planning for trail management, maintenance, and new trail development. The goal is to give all singletrack stakeholders a 5–10 year plan to manage and forecast ongoing needs while continuing to improve the trails with both new trail options and renovations of existing trails. The project involved over 100 hours of field work, note-taking, and observations; the remaining time was devoted to compiling this report. We are proud to have worked with Friends of Quarry Road and look forward to implementing this plan over the next few years.

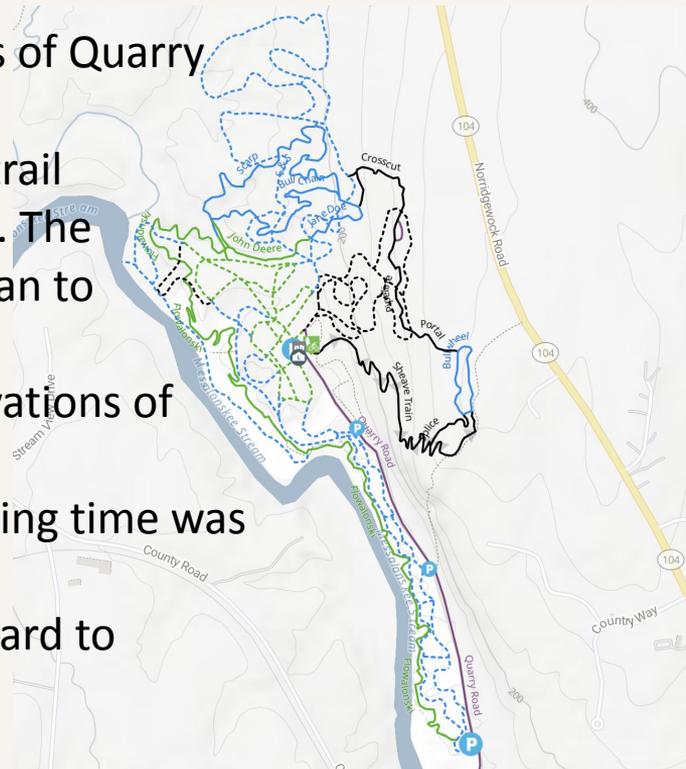


Table of Contents

A) Existing Trail Analysis (by Area)

B) New Trail Areas and Descriptions

This powerpoint is a summary of the the much longer report and intended as an overview of the work that was done. On the last slide there is a link to the text of the full length report with much more information for those interested in that level of detail.



Existing Trails — South Side

Sheave Train

Splice

Pipeline

Bullwheel

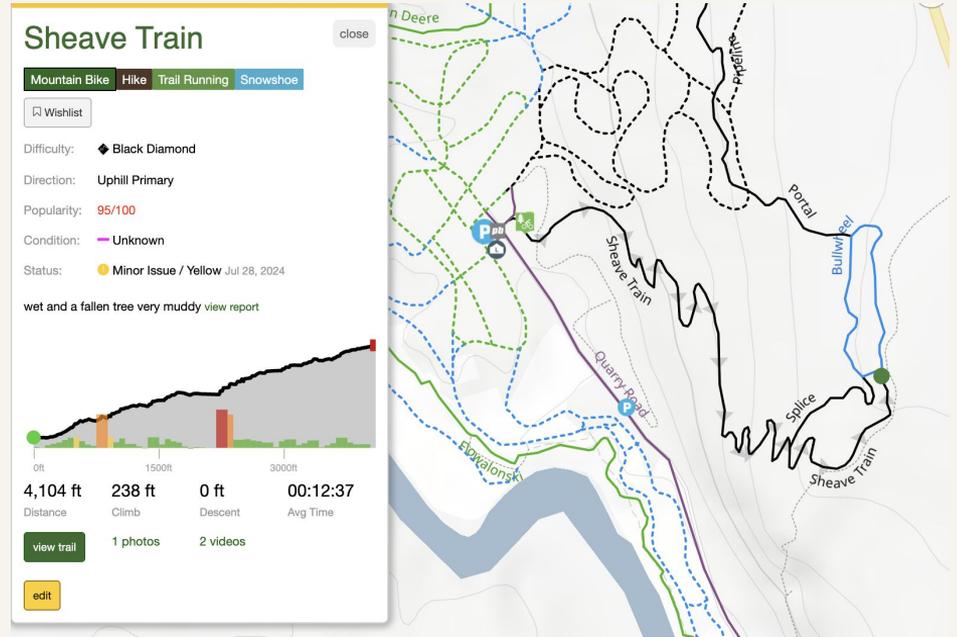
Portal

Crosscut



Sheave Train — Context

Sheave Train remains the primary uphill trail for the QR system... It's time to reimagine some segments and revitalize others.



Sheave Train — Summary

Current length: 4,104'

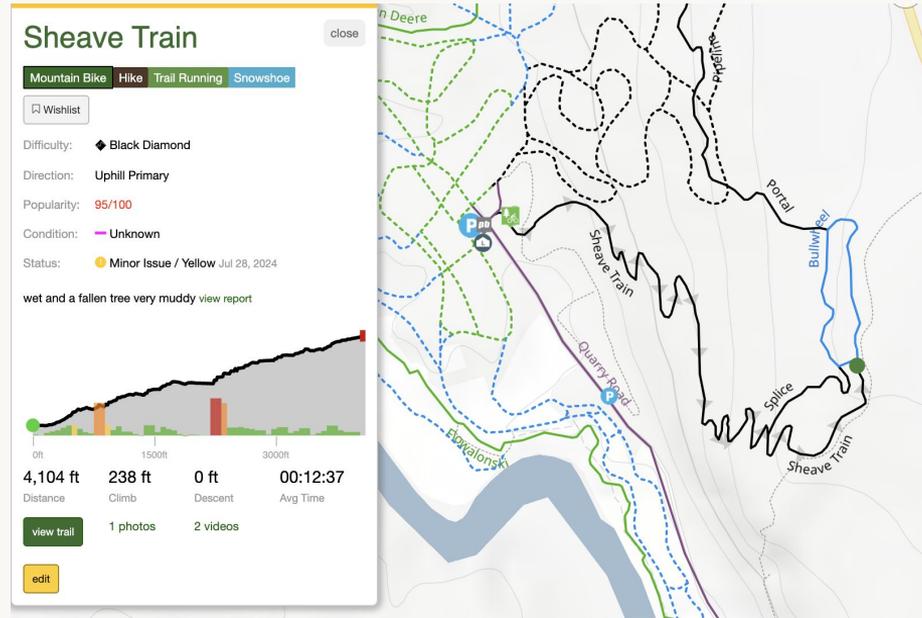
Deferred Maintenance: 975'

Rehabilitation: 246'

New Trail / Reroute: 1,426'

Yearly maintenance:

- Brush saw open slope sections x3 annually
- Drainage clearing
- Leaf blow until November



Sheave Train — Detailed Work

Rebenching before first bridge — 67'

Replace first bridge — 10'

Replace 2nd bridge — 12'

Material addition after 2nd bridge — 38'

Rock drain across ski trail — 18'

Rebenching back into woods — 20'

Material fill after rootball — 14'

Rock picking & material addition after 1st switchback —
30'

Waterbar before 2nd switchback — 10'

Extended route 2nd→4th switchbacks — 528' / 16' bridge

Rebenching & rock plucking after 4th switchback — 65'

Rebenching & material before ski trail exit — 50'

Bridge just before ski trail — 10'



Sheave Train — Detailed Work (cont. 2)

- Level downhill edge on 1st benchcut across ski trail — 150'
- Backcut & redefine 2nd benchcut; improve drainage — 50'
- 6th switchback extension reroute — 140' / 10' & 32' bridges
- French drain before ski hill — 20'
- Build waterbar on huge rock (blue-marked tree) — 20'
- Next water crossing — 12' bridge
- Elevate tread at blue-marked tree after sign junction — 14'
- Rebenching 1st glade section — 120'
- Rebenching 2nd glade section — 65'
- Rebenching through 7th switchback — 70'
- Rebench + wider turning radius (lollipop) at 9th switchback — 116'
- Wider radius (lollipop) at 11th switchback — 76'
- Rebench higher on slope with material fill after 11th switchback — 24'



Sheave Train — Detailed Work (cont. 3)

Root mitigation, material fill & reversals through
rooty stretch — 40'

12th switchback reroute — 528'

Drainage issue above 12th switchback — 40'

Wider radius + new drainage at 13th switchback —
70'

Rebench + wider radius at 14th switchback — 30'

Reroute + wider radius at 15th switchback — 130'

Root & drainage mitigation before 16th switchback
— 30'

Root mitigation through top of 16th switchback —
30'



Bullwheel — Context

Top loop crossing
open ledge.
Bullwheel links
Sheave to rest of
system.

Bullwheel close

Mountain Bike Hike Trail Running Snowshoe

Wishlist

Difficulty: Blue

Direction: Both Directions

Popularity: 90/100

Condition: Ideal

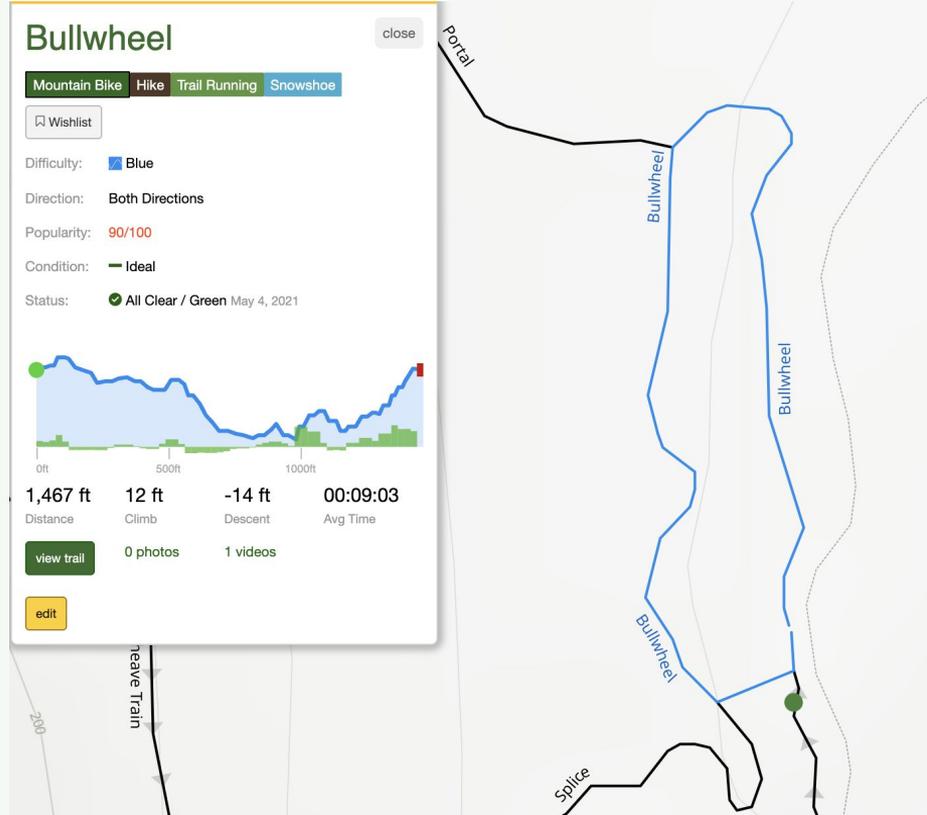
Status: All Clear / Green May 4, 2021

0ft 500ft 1000ft

1,467 ft	12 ft	-14 ft	00:09:03
Distance	Climb	Descent	Avg Time

view trail 0 photos 1 videos

edit



Bullwheel — Summary

Current length: 1,467'

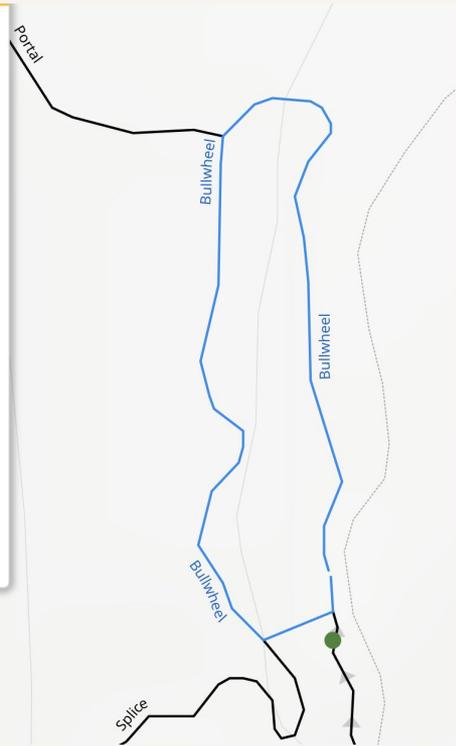
Deferred Maintenance: 440'

Rehabilitation: 16'

New Trail / Reroute: 36'

Yearly maintenance:

- Brush saw open slope sections x3 annually
- Drainage clearing
- Leaf blow until November



Bullwheel — Detailed Work

- Rebench downhill section — 70'
- Reroute bottom of downhill bench to wrap closer to hillside; remove hard left at Portal top — 36'
- Rebench before open slope to far side of t-bar line — 370'
- Bridge through low wet spot before t-bar line — 16'



Splice — Summary

Current length: 636'

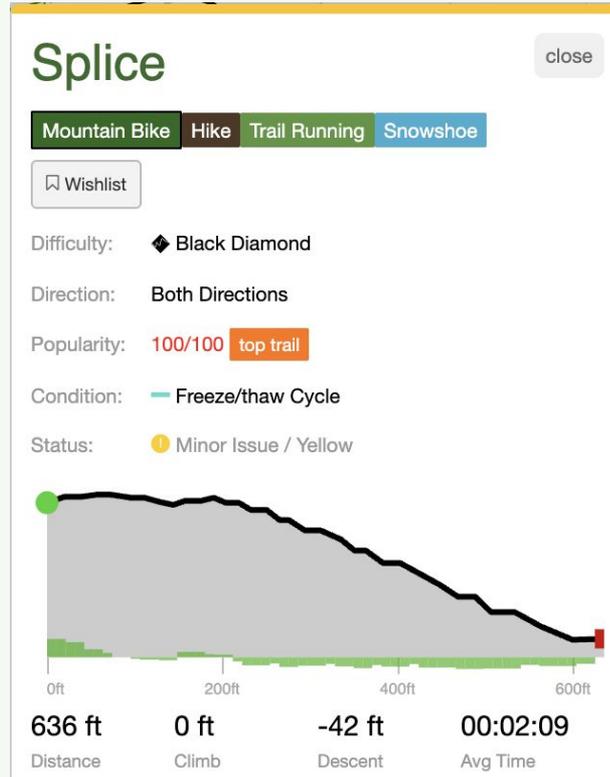
Deferred Maintenance: 295'

Rehabilitation: 0'

New Trail / Reroute: 100'

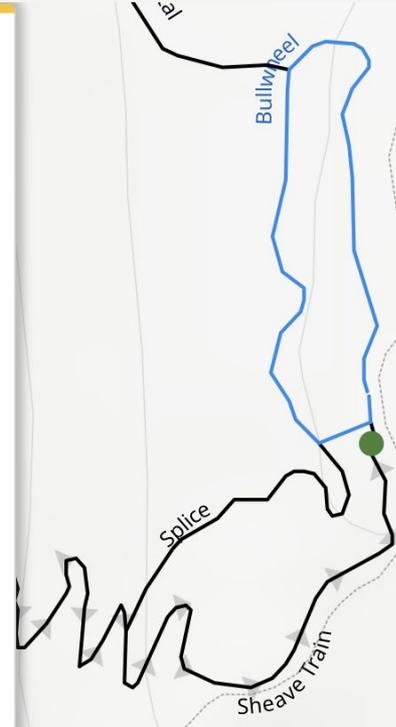
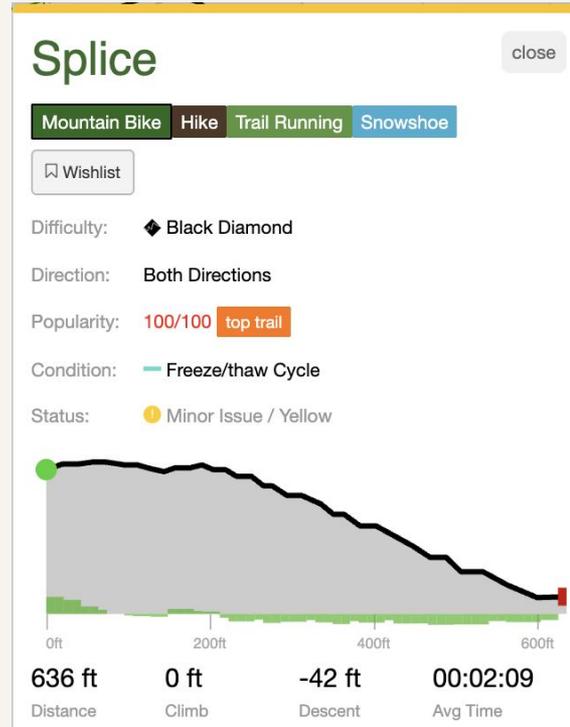
Yearly maintenance:

- Drainage clearing
- Leaf blow until November



Splice — Detailed Work

- Reroute radius to maintain speed after first downhill — 100'
- Rebenching after tight corner — 165'
- Rebench + improved catch berm after rock drop — 30'
- Rebenching after catch berm — 100'



Portal — Summary

Current length: 538'

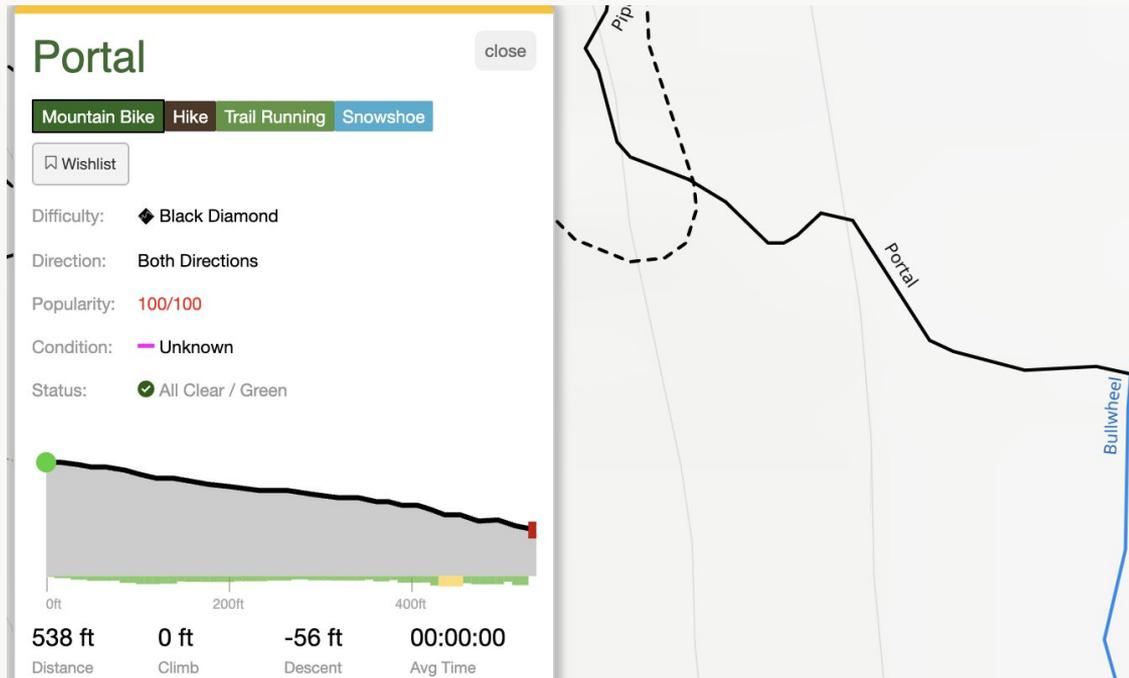
Deferred Maintenance: 452'

Rehabilitation: 14'

New Trail / Reroute: 100'

Yearly maintenance:

- Drainage clearing
- Leaf blow until November



Portal — Detailed Work

- Reroute beginning S-curves — 120'
- Widen turn radius after first twin tree — 30'
- Tread improvement through S-curves (rock/roots/berms/reversals) — 200'
- Reversals, trough fill & root work in rhythm-change section — 62'
- Tread improvement before bridge — 60'
- Tread improvement after double tree pass (radius, rock/root removal, reversals) — 100'
- Bridge rebuild — 14'



Pipeline — Summary

Current length: 1,280'

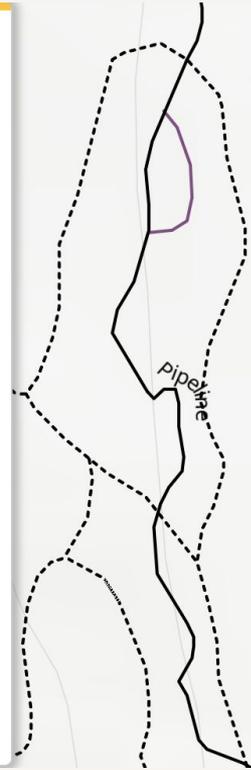
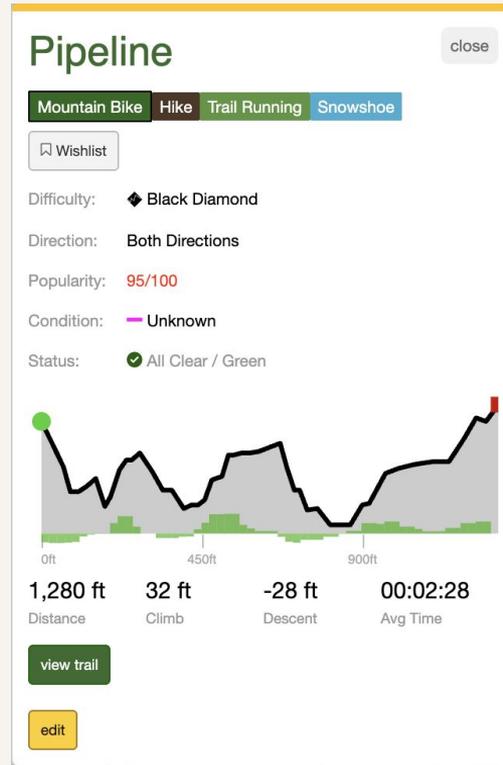
Deferred Maintenance: 582'

Rehabilitation: 166'

New Trail / Reroute: 46'

Yearly maintenance:

- Drainage clearing
- Leaf blow until November



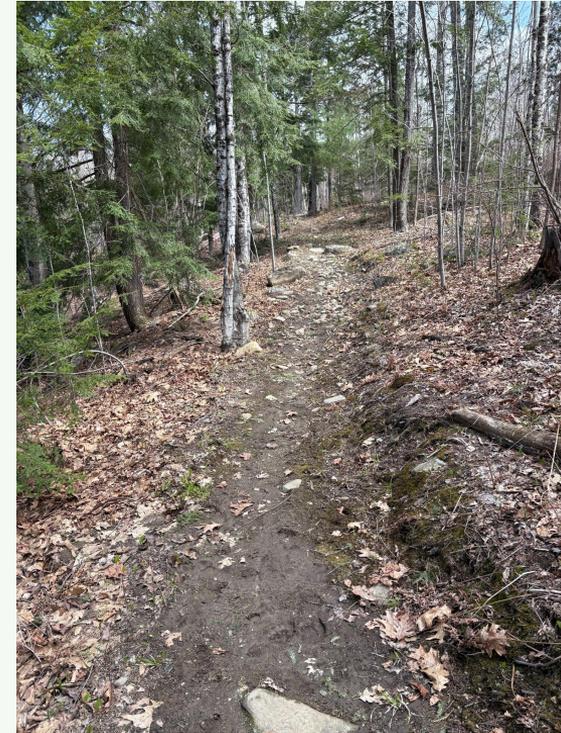
Pipeline — Detailed Work

- Rebuild first big berm after 1st pipeline crossing — 52'
- New bridge in wet section — 12'
- Rock removal, retaining wall, add material through tight trees — 15'
- Wooden ramp over 2nd pipeline crossing — 40'
- Rebench after 2nd pipeline crossing — 54'
- Rebench & gentler radius to 1st large rock feature — 53'
- Bridge or French drain through wet section — 12'
- Raise tread with retaining wall/material after wet section — 40'
- Rebench & root mitigation after crossing Cal's Climb — 55'
- Improve drainage & build French drain in muddy section — 10'



Pipeline — Detailed Work (cont. 2)

- Rebench/root work/reversals before 3rd crossing — 55'
- Rebuild left-turning berm after 3rd crossing — 32'
- Rebuild right-turning berm; widen radius past huge rock — 62'
- Rock pluck before stream crossing — 10'
- New bridge over stream — 34'
- Rock pluck + reversal + catch berm after tree pass — 60'
- Add material & drainage on climb after rounded corner — 14'
- Rebench/drainage + 20' bridge before next water crossing — 80'
- Rebench/reversals/rock pluck to trail junction — 104'



Crosscut — Detailed Work

- Move stringers on onboarding bridge to within 6" of tread edge — 10'
- Improve downhill drainage at first wet spot — 14'
- Build beginner/advanced bridges at first river crossing — 18' + 16'
- Root mitigation, drain work & widen turns between wet sections — 184'
- Raise bed as French drain after new boardwalk — 16'
- Upgrade reroute to full spec — 194'
- Rebench & rock pluck after reroute — 80'
- Rebuild left-turning berm with lollipop entry/exit — 80'
- Rebench, root mitigation & catch berm after left berm — 50'
- Rock pluck & root mitigation into hemlocks — 16'



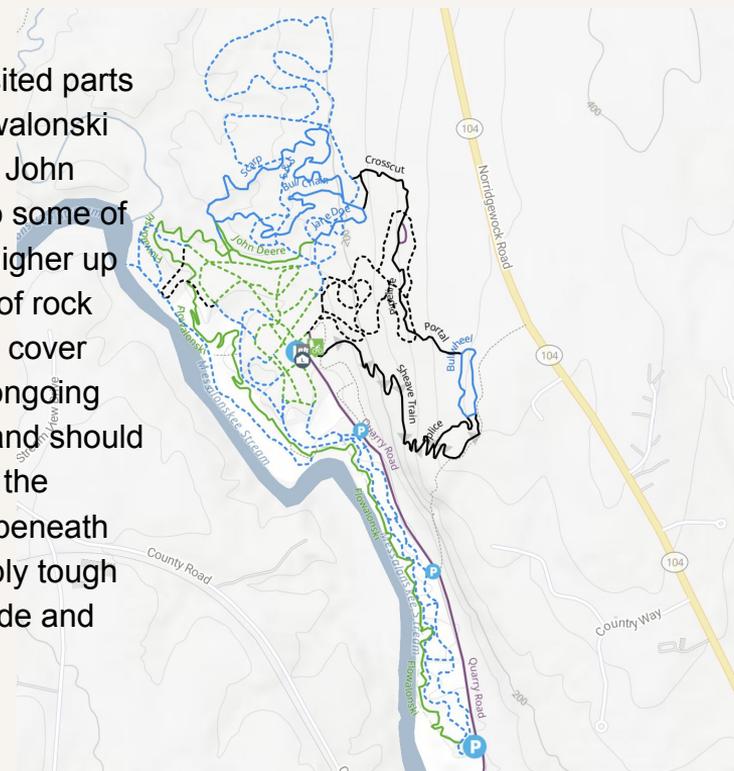
Crosscut — Detailed Work (cont. 2)

- Lollipop & widen radius on left after hemlocks — 44'
- Reroute trenched section; build catch berm — 180'
- Redeck exit bridge — 10'
- Elevate tread at start to 1st wet spot — 20'
- Boardwalk 1st→2nd wet spots — 60'
- Elevate tread through next wet section — 44'
- Reroute punchy uphill with bridge over flat rock — 64'
- Reroute rooty/rocky/trenched section to lower on Bullchain — 134'



North End — Overview

This section of trails within the network are some of the most visited parts of the QR biking trails - more so now with the completion of Flowalonski that literally delivers riders right to the junction of Low Road and John Deere. Not only is this some of the more popular riding, it is also some of the hardest hit in terms of erosion and soil compaction. Where higher up in the system the work to reduce trail chatter comes in the form of rock removal, here it is all about root mitigation. Work to either clip or cover roots as they have become more and more exposed has been ongoing with some notable success. That job is far from over, however, and should be ongoing. The other factor that differs this section from that of the southern and higher trails is the clay layers that don't lie too far beneath the surface. It is a double edged sword which makes an incredibly tough and resilient surface to ride on when dry and a gooey mess to ride and work with when wet.



John Deere — Summary

Current length: 1,207'

Deferred Maintenance: 249'

Rehabilitation: 190'

New Trail / Reroute: 0'

Yearly maintenance:

- Drainage clearing
- Weed-whack at XC crossings
- Corridor clearing
- Leaf blow until November

John Deere close

Mountain Bike Hike Trail Running Snowshoe

Wishlist

Difficulty: ● Green

Direction: Both Directions

Popularity: 95/100

Condition: — Ideal

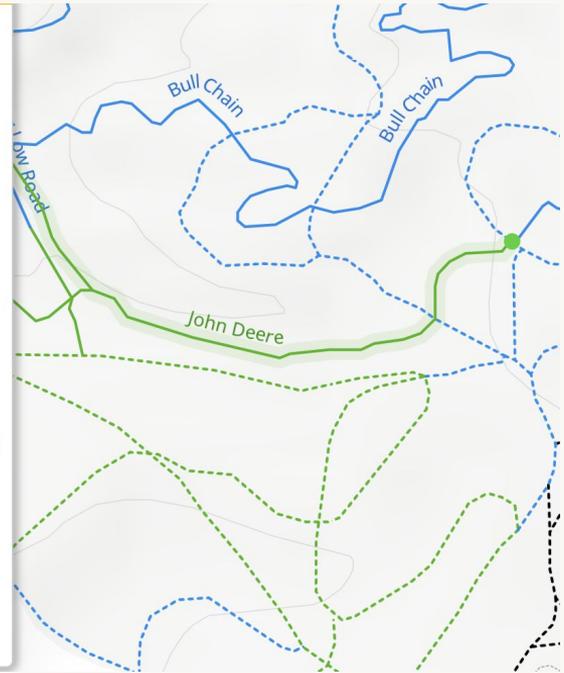
Status: ✔ All Clear / Green May 4, 2021

0ft 400ft 800ft 1200ft

1,207 ft 0 ft -52 ft 00:03:17
Distance Climb Descent Avg Time

view trail 0 photos 1 videos

edit



John Deere — Detailed Work

- Rebench off-camber left — 30'
- Improve drainage in low dip — 12'
- Improve drainage & add material at 1st XC crossing — 10'
- Rebench/root rehab & downhill drains via reversals (mid-section) — 48'
- Rebench/root mitigation/drainage & reversals before 2nd XC — 34'
- Material added at 2nd XC crossing — 10'
- New 4' bridge after 2nd XC crossing — 20'
- Reversals & improved drainage on straightaway — 33'
- Rock pluck & redefine right berm — 25'
- Refine S-curves; remove side jumps to left corner — 72'
- Reclaim catch berm/root mitigation/redefine tread to 3rd XC — 88'
- Widen radius/bench to bridge; shift bridge to align — 60'
- Redefine tread/add material/build reversals before 4th XC — 22'



Jane Doe — Summary

Current length: 715'

Deferred Maintenance: 146'

Rehabilitation: 81'

New Trail / Reroute: 103'

Yearly maintenance:

- Drainage clearing
- Weed-whack at XC crossings
- Corridor clearing
- Leaf blow until November

Jane Doe

close

Mountain Bike Hike Trail Running Snowshoe

Wishlist

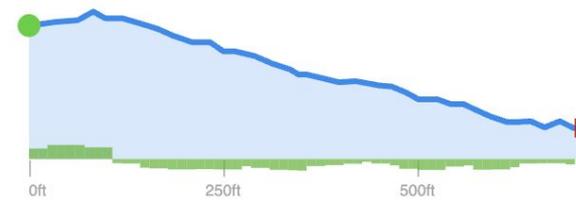
Difficulty: Blue

Direction: Both Directions

Popularity: 95/100

Condition: Unknown

Status: All Clear / Green



715 ft

0 ft

-53 ft

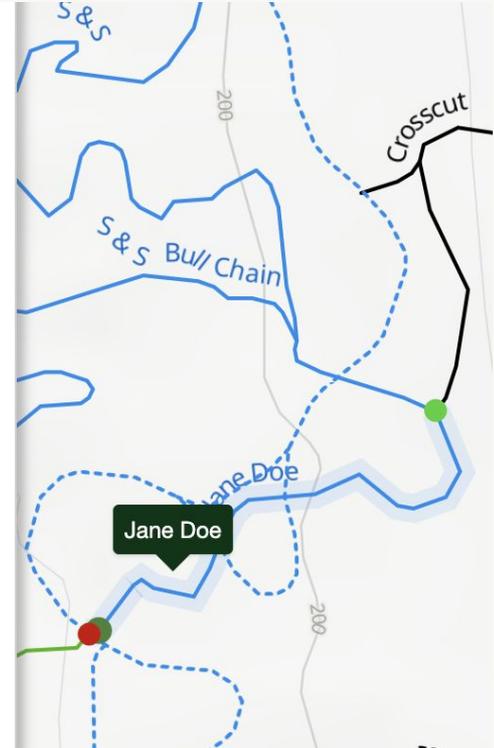
00:00:00

Distance

Climb

Descent

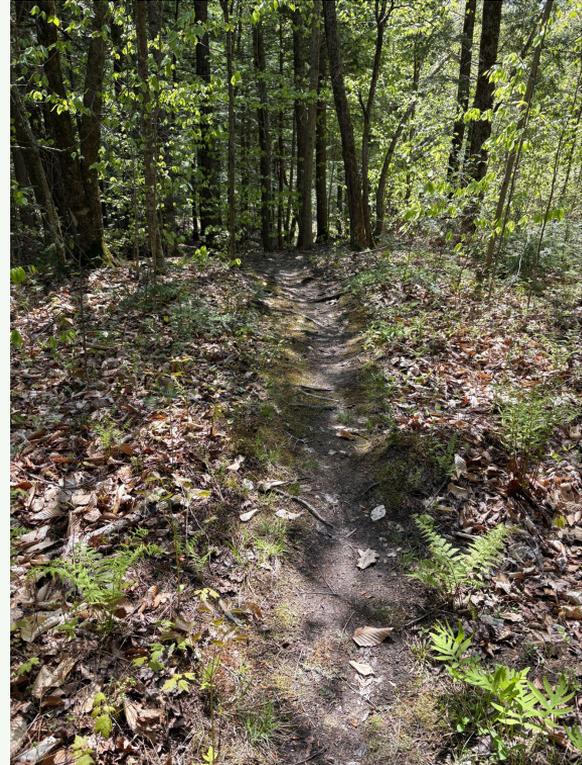
Avg Time



Friends of Quarry Road

Jane Doe — Detailed Work

- Add right-side radius + reversal after XC crossing — 57'
- Eliminate tight S-turn into one curve — 48'
Rebench/root
- mitigation/reversals/drainage; widen top turn — 108'
- Gentler benchcut before washed-out wet + 12' bridge — 55'
- Bridge over wet/running water — 24'
- Root mitigation/culverts/reversals/raised tread to Bullchain/Crosscut — 38'



Bull Chain — Summary

Current length: 2,569'

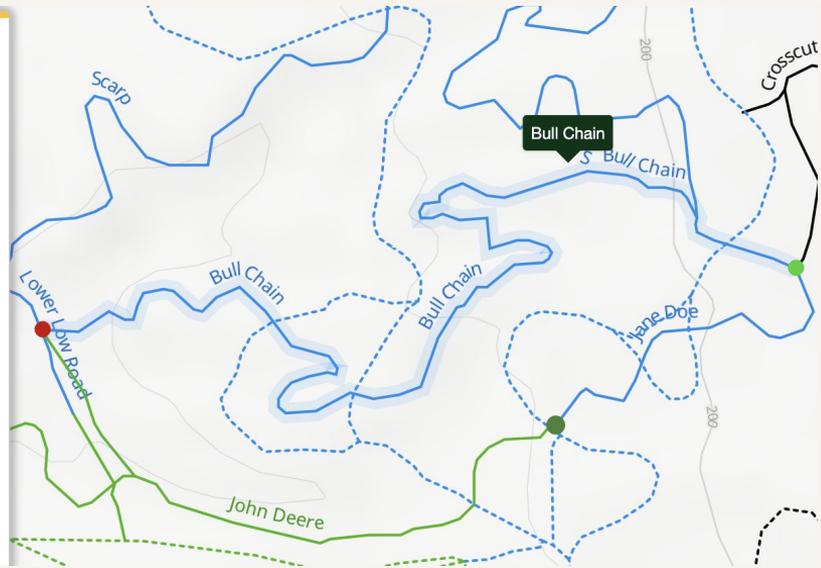
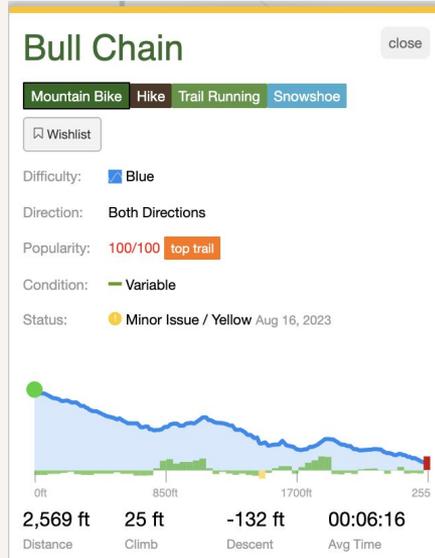
**Deferred Maintenance:
1,347'**

Rehabilitation: 374'

New Trail / Reroute: 125'

Yearly maintenance:

- Drainage clearing
- Weed-whack at XC crossings
- Corridor clearing
- Leaf blow until November



Bull Chain — Detailed Work

Rebuild downhill exit — 85'

Rebench new uphill entrance — 81'

Root mitigation & rebuild catch berm at right turn — 35'

Root mitigation & tread re-establishment at right-turning berm — 18'

Improve drainage & add second roller — 12'

Rebuild berm — 24'

Root mitigation & reversal above berm — 20'

Root mitigation; improve catch berm; rebench; clear blue-blazed tree — 27'

Root mitigation + small roller through left to slight right — 33'

Root mitigation (cut/bury) from hemlock to XC crossing — 60'

Add material after XC crossing — 26'

Rebench & drainage through S-turns — 68'



Bull Chain — Detailed Work (cont. 2)

- Reroute janky S-turns to one wide radius — 60'
- Root mitigation & rebench from hard left to mossy stump — 62'
- Widen radius before left into S-curves — 100'
- Rebench & drainage to mudhole — 20'
- Root mitigation/drainage; reroute or wood structure over mudhole — 20'
- Reroute rooty climb after mudhole to climber's left — 32'
- Root mitigation/rebench/add material to XC crossing — 43'
- Root mitigation & rebench to catch berm — 112'
- Reshape berms to left — 39'
- Rebuild all 4 berms — 120'
- Root mitigation to top of left corner — 62'
- Root mitigation/rebench/widen radius/berms & drainage to bridge — 62'



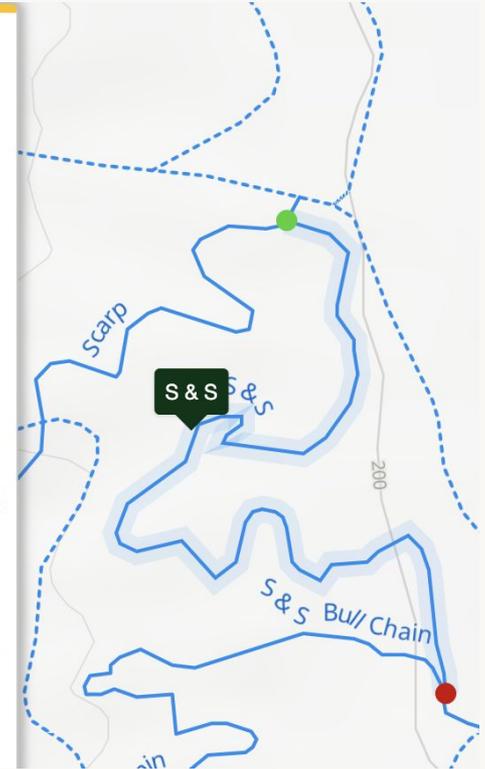
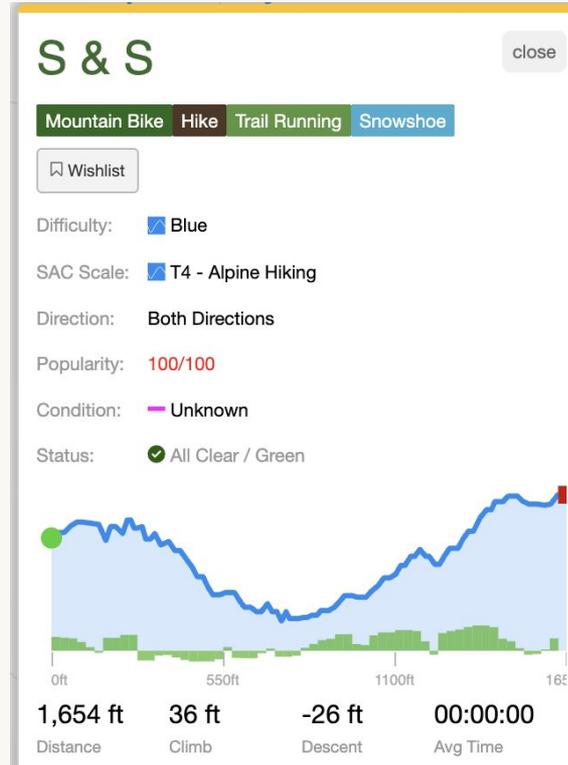
Bull Chain — Detailed Work (cont. 3)

- New 4' bridge — 34'
- Reroute higher after bridge to avoid mudhole — 33'
- Root mitigation/rebench/drainage through roller section — 47'
- Root mitigation/berm rebuild/drainage from right berm to left turn — 60'
- Root mitigation & rebench through straightaway — 200'
- Root mitigation/rebench/rebuild berm/reclaim tread design to next left — 65'
- Root mitigation past downed poplar to rocky zone — 43'
- Raise tread & improve drainage through rocky zone — 42'
- Add material after bridge to XC crossing — 31'



S&S Trail — Summary

- Current length: 1,654'
 - Deferred Maintenance: 468'
 - Rehabilitation: 262'
 - New Trail / Reroute: 0'
-
- Yearly maintenance:
 - Drainage clearing
 - Corridor clearing
 - Leaf blow until November



S&S — Detailed Work

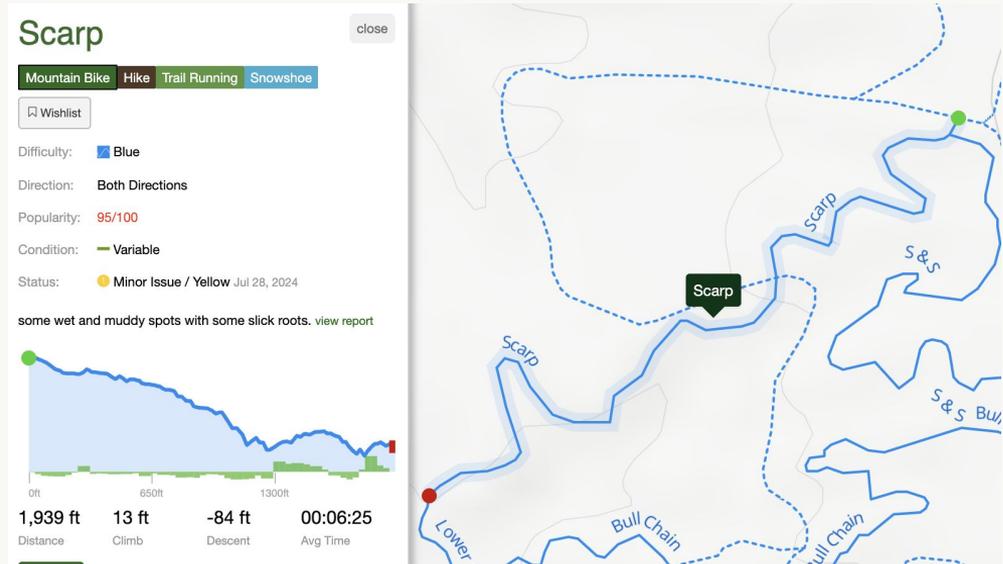
- Retaining wall & material at beginning — 34'
- Low route rebuild — 80'
- Root mitigation through rollers — 40'
- Widen right corner & catch berm — 25'
- Rebench climb & left turn after bridge — 60'
- Root mitigation through downhill before right turn — 80'
- Rebench & improve roller flow + drainage right→left corner — 120'
- Root mitigation on short downhill to right turn — 20'
- Add material through right-hand berm — 60'
- Add catch berm to left — 22'
- Rebench & root mitigation to next left — 83'
- Raise tread; install culverts; add material to next left — 63'
- Rebench to top of Scarp — 65'

Scarp — Summary

- Current length: 1,939'
- Deferred Maintenance: 1,262'
- Rehabilitation: 20'
- New Trail / Reroute: 197'

Yearly maintenance:

- Drainage clearing
- Weed-whack at XC crossings
- Corridor clearing
- Leaf blow until November

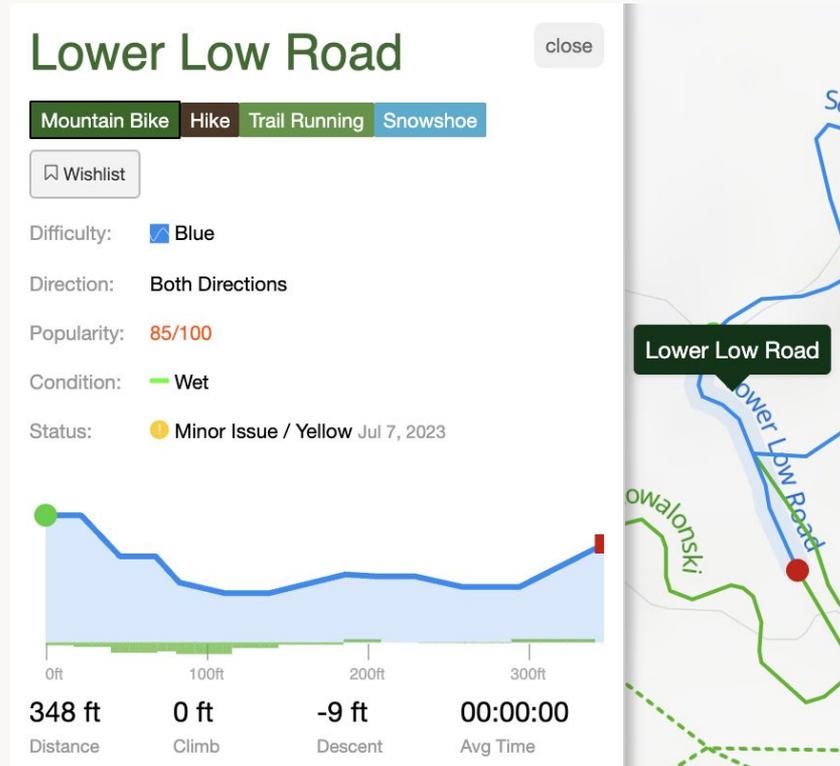


Scarp — Detailed Work

- Root mitigation/rebench/revive berms from Low Road to thinned woods — 106'
- Root mitigation/rehab & rebuild berm with wider radius/drainage — 107'
- Massive root mitigation & soften corners to new bridge — 208'
- Reroute higher after new bridge to B-line berm — 125'
- Reroute A-line; abandon lower 50' — 72'
- Rebuild berm; rebench; root mitigation; 10' bridge; remove tree — 88'
- Rebench & root mitigation to XC crossing — 44'
- Widen corridor; rebench; add material to end of long radius — 75'
- Root mitigation & drainage to top of lollipop — 78'
- Root mitigation/rebench/add material/drainage & widen radius to next turn — 255'
- Root mitigation/rebench/drainage before bridge — 87'
- Root mitigation/rebench/add material/drainage & catch berm to end — 214'
- New 4' bridge — 20'

Low Road Trail — Summary

- Current length: —
 - Deferred Maintenance: 165'
 - Rehabilitation: 30'
 - New Trail / Reroute: 327'
-
- Yearly maintenance:
 - Drainage clearing
 - Weed-whack at field entry
 - Corridor clearing
 - Leaf blow until November



Low Road — Detailed Work

Add gravel/grade at field entry — 30'

Reroute from Flowalonski/John Deere junction OR revitalize old John Deere start
— 187'

Reroute + replace telephone bridge (new 32') — 67'

Reroute + replace telephone bridge (new 30') — 73'

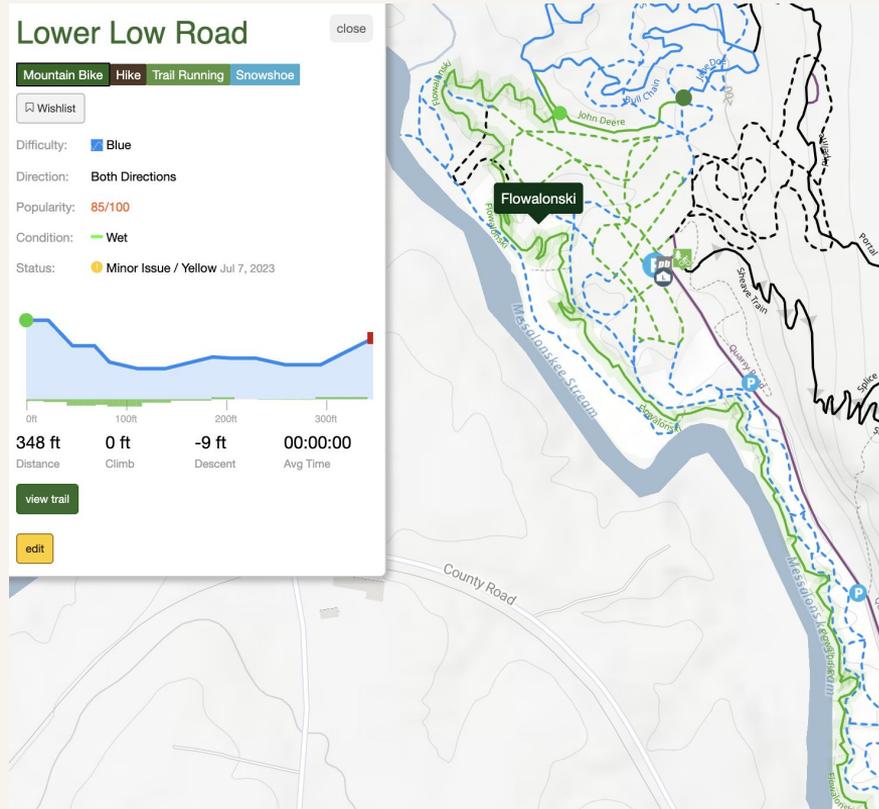
Root mitigation & rebench of 2023 reroute — 165'

Re-sign as Low Road (not Scarp)



Flowalonski — Notes

- 1.8 miles from south lot to John Deere along the Messalonskee; gravel-surfaced for durability and beginner appeal.
- Continue refining drainage and raised tread where needed.



Pump Track — Assessment & Options

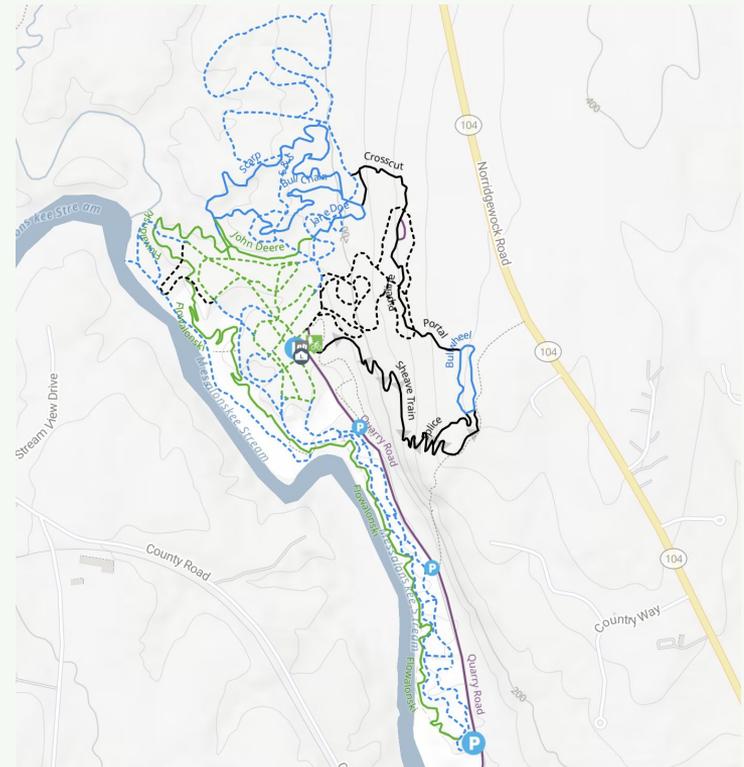
- Existing ~284' kid-scaled track near yurt; often overgrown. Consider future intent (youth gateway vs. broader magnet).
- Ideal expansion: field south of John Deere (drop 51', length 575', width ~70') enabling multiple lines.

Considerations: construction technique (dirt/polymer/asphalt/prefab), amenities (bathrooms/trash/shade), access (parking/trail/road).



New Trail Possibilities — Overview

The Quarry Road Park is 216 acres in size. Within that space, there are currently 12 named trails on the property giving the park 5+ miles of singletrack. That there is room within the system for more trails has long been on people's minds. There are several locations for new downhill oriented trails that can be built between the Sheave Train and Crosscut trails, but a majority of the free space can be found in the Wally's Way area where there are no singletrack trails currently. There are a number of prominent ridges separated by deep gullies that have yet to be capitalized on. Below is a list of trails, lengths and location references within the Quarry Road System. *(ALL NEW TRAIL NAMES ARE CONCEPTS FOR THE SAKE OF MAKING IT EASIER TO DISCUSS THEM IN PLANNING PROCESS)*



Wally's Way — Vision

- Extend beginner/adaptive terrain and add gravity variety
- Up to 6 DH trails, 1 climbing trail, perimeter link back to Crosscut
- Potential to double current mileage

New Trail: Low Road Extension to Wally Way

- Length: .3 mi
- Construction: Machine & hand
- Beginner/adaptive feeder from Scarp; mirror Flowalonski build.



**New Trail:
Middle Earth
(mid-point
uphill)**

Length: .2 mi

Construction: Machine & hand

Mid-system ascent to balance traffic and enable quick laps.

**New Trail:
Ridge #1**

Length: .2 mi

Construction: Hand

Bench/bridges on climber's-left of North
Koons; joins Ridge #2.

**New Trail:
Ridge #2**

Length: .2 mi

Construction: Machine & hand

Corridor opened 2024; playful
hummocks; bridge over deep cut.

New Trail: Bench Cut

Length: .3 mi
Construction: Hand
Bench along right side of Wally's to teardrop bottom;
bridges as needed.

New Trail: Route 66

Length: .3 mi
Construction: Machine & hand
Mild-pitch flow inside Wally's loop; novice-friendly.

New Trail: Wally DH #1

Length: .1 mi
Construction: Machine & hand
South-side line; rollers/tabletops.



New Trail: Route 66

Length: .3 mi
Construction: Machine & hand
Mild-pitch flow inside Wally's loop; novice-friendly.

New Trail: Wally DH #1

Length: .1 mi
Construction: Machine & hand
South-side line; rollers/tabletops.

New Trail: Wally DH #2

Length: .3 mi
Construction: Machine & hand
North-side line; swoopy berms



New Trail: Wally DH #3

Length: .3 mi

Construction: Machine & hand

Across deep gully; mixed features; beginner–intermediate speed.

New Trail: Wally Uphill

Length: .4 mi

Construction: Machine

Meandering beginner/adaptive ascent to Wally's top lobe.

New Trail: Wally Crossing

Length: .1 mi

Construction: Machine

Connect Scarp top to DH hubs; needs ~80' & ~30' bridges.



New Trail: Wally Connector

Length: .1 mi
Construction: Machine
Connect Scarp top to DH hubs; needs ~80' & ~30'
bridges.

East Side Trails — Concept

Escarpment and DH/XC ski-slope woods allow
flow/downhill/XC diversity from south lot to John Deere
area.

New Trail: Eastern Approaches

Length: .8 mi
Construction: Machine
Return trail paralleling Flowalonski; seek easements to
improve alignment.

New Trail: Quarry Rip

Length: .3 mi
Construction: Hand
Advanced line into the quarry (Devils
Chair).

New Trail: Party Lap

Length: .1 mi
Construction: Machine & hand
Rinse-and-repeat flow on downhill side of Crosscut;
rejoins Sheave ~2000'.

New Trail: Downhill Downhill

Length: .2 mi
Construction: Machine
Flow weaving in/out of Uphill route; rejoins
Sheave between turns 2–4.



New Trail: Middle Kingdom

Length: .2 mi

Construction: Machine & hand

Tech woods trail from Pipeline to yurt; links to Jane Doe/Sheave.

New Trail: Revivify

Length: .2 mi

Construction: Hand

Restore disused swoopy line above Pipeline to Crosscut/Jane Doe/Bull Chain junction.



Thank You

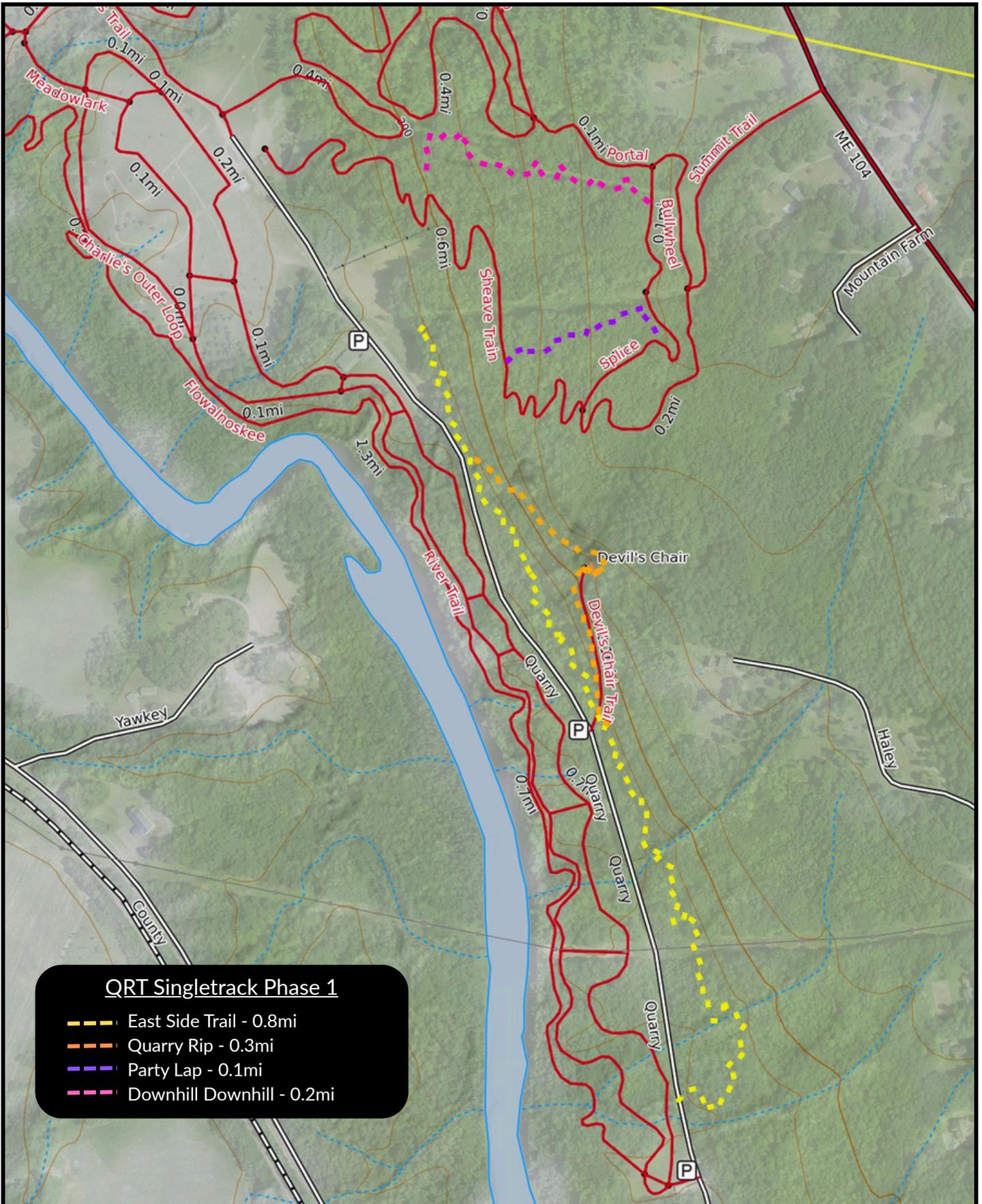
Central Maine NEMBA × Friends of Quarry Road

Next steps: phasing, funding, and build scheduling

For the full text version of this report please visit:

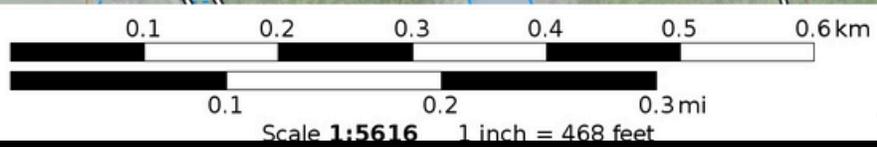
<https://docs.google.com/document/d/14r1T6FbQklxB6TDzNc6xMYuVJbCZImQfksaBpaS0ZQs/edit?usp=sharing>





- QRT Singletrack Phase 1**
- East Side Trail - 0.8mi
 - Quarry Rip - 0.3mi
 - Party Lap - 0.1mi
 - Downhill Downhill - 0.2mi

QRT Single-track Phase 1
 Mercator Projection
 WGS84
 UTM Zone 19T



quarry road trails
 waterville, maine

MN
 -14.9°