

Request for Proposals

City of Quesnel

**West Fraser Timber Park
Trail Development**

CLOSING DATE AND TIME:

3:00 PM Friday, December 16th, 2022

Contact Person:

**Lindsay Blair
Senior Community Development Coordinator
Lblair@quesnel.ca**

1. Background

The City of Quesnel recognizes the value of trails for both residents and visitors. Trails boost destination tourism, provide growth in the local economy, help in the attraction and retention of residents, as well as promote a healthy active lifestyle. The City of Quesnel is committed to further developing, and marketing trails in the Quesnel area.

Trail development, and the promotion of trails within the City of Quesnel is one aspect of Quesnel's strategic plan. The City of Quesnel has a popular river front trail system that encircles the downtown core, with numerous parks and recreation opportunities within City limits. Quesnel is moving forward with a phased approach, focusing on future development, and upgrading the existing trail networks, to become an outdoor enthusiast's destination.

Recognizing the importance of trails, the City of Quesnel, CRD and local stakeholder groups have taken multiple steps to advance this commitment:

- In 2017 the City of Quesnel completed a North Cariboo Trails Inventory and Master plan. This Master Plan recognized multiple trail networks that will boost Quesnel as a trail's tourism destination. <https://www.quesnel.ca/city-hall/major-initiatives/north-cariboo-trails-inventory-and-master-plan>
- In 2018 the City of Quesnel, CRD, Gold Rush Cycling Club (GRCC), Cariboo Mountain Bike Consortium, and Lhtako Dene First Nation signed a partnership agreement to promote and develop trail-based recreation.
- Ongoing development of trail networks at Dragon Mountain Provincial Park, and Wonderland Recreation Site.
- Pump track, and trail development at the City of Quesnel, South Hills Park.
- Development of the Fuel management trail system.
- City of Quesnel Bike Park Master Plan, and Bike Park construction, including paved pump track, rubberized strider zone, reconstructed progressive dirt jumps, multiple flow trails construction, skills park, progressive drop zone, and future development in 2023/2024
- West Fraser Timber Park Trail Development Plan

In 2020 a West Fraser Timber Park Trails Development Plan was conducted with the goal of providing specific prescriptions to upgrade and augment existing trails within the WFTP land parcel, as well as layout opportunities for new trail construction. The development plan focused on three main project areas, the Nature Trails, a connector route to the Red Bluff neighborhood via Borregard Road (aka Borregard Connector), as well as a long-term initiative of connecting West Fraser Timber Park to the Quesnel and District Arts and Recreation Center.

West Fraser Timber Park is the newest and largest of Quesnel's City parks. It is located west of Johnston subdivision at the base of Plywood hill. The park is a short walk from

the downtown core and houses a variety of active and passive amenities, including a Nature Education Center, ball fields, pickle-ball and tennis courts, lawn bowling, playground, large trail network, and wildlife viewing and interpretive areas.

The nature trails are located within the West Fraser Timber Park land parcel, however the connecting trails to Red Bluff subdivision, and the Quesnel and District Arts and Recreation Center travel through property owned by the City of Quesnel, private landowners, and the Provincial Crown lands.

Nature Trail & Area (NTA)

The Nature Trails can be accessed from behind the Nature Center adjacent to the playground in WFTP or via the berm trail located at the northeast end of the timber park. The primary nature trail runs east to west with secondary loops heading south towards a private property boundary, before looping back to the main nature trail. The Nature Trails are primarily used for running, and hiking in forms of active and passive recreation.

The existing trails were built by volunteers of the Baker Creek Enhancement society 5 plus years ago and offer some significant maintenance challenges due to the landscape of thick deciduous underbrush, and clay soils. The main Nature Trail receives annual brushing, and tread capping maintenance, which has significantly improved drainage and the overall user experience. The secondary loops receive brushing; however, no tread maintenance has been completed since initial construction. Currently the nature trails have multiple bridges over seasonal wet areas, these bridges are not built to withstand machine crossings which makes ongoing maintenance and movement of materials more challenging.

See Appendix B for Borregard Road Connector, background, project scope and deliverables.

2. Submission Details

This document outlines the overall scope of services, sets out the basic requirements for the proposal document and provides the evaluation criteria to be used as the basis for a contract and payment schedule.

Submit proposal by email to Lindsay Blair, Senior Community Development Coordinator. Lblair@quesnel.ca Email subject line should read: **West Fraser Timber Park Trail Development**

Proposals may be withdrawn by written notice to Lindsay Blair, Senior Community Development Coordinator Lblair@quesnel.ca at any time, up to the closing date and time of this RFP.

Any interpretation of, additions to, deletions from, or any other corrections to the Proposal document, will be issued as written addenda by the City of Quesnel. It is the sole responsibility of the potential proponents to check with the City of Quesnel website, and/or BC Bid to ensure all information has been received prior to submitting a proposal.

The successful proponent by its acceptance of a negotiated agreement and purchase order, agrees to indemnify and hold harmless the City, its elected officials, agents and employees, from and against all loss or expense that may be incurred by the City, its officials, officers, employees and agents as a result of bodily injury, including death sustained by any person or persons, or on account of damage to property including loss of use thereof arising out of or as a consequence of the performance of the work stipulated in the RFP and any negotiated agreement.

3. Rights Reserved by the City:

- The City is not liable for any costs incurred by interested parties in the preparation of their response to this request or interviews if held. Furthermore, the City shall not be responsible for any liabilities, cost, loss, or damage incurred, sustained, or suffered by any interested party, prior or subsequent to, or by reason of the acceptance or non-acceptance by the City of any response, or by reason of any delay in the acceptance of the response.
- The City reserves the right to reject any or all proposals and to accept the proposal deemed most favorable in the interests of the City.
- The City may, in its absolute discretion, reject a proposal submitted by the proponent, if the proponent, or any officer or director of the proponent is or has been engaged either directly or indirectly through another corporation in legal action against the City, its elected or appointed officers and employees in relation to any other Contract for works or services or any matter arising from the City's exercise of its powers, duties or functions.
- The RFP process does not commit the City in any way to select a proponent, or award or negotiate any contract. The City reserves the right to cancel this project for any reason whatsoever without any future obligations.
- The City may accept or waive a minor and inconsequential irregularity where practicable to do so. The City may, as a condition of acceptance of the Proposal, request a Proponent to correct a minor and inconsequential irregularity with no change in the Proposal.

- The determination of what is or is not a minor and inconsequential irregularity, the determination of whether to accept, waive, or require correction of an irregularity, and the final determination of the validity, will be at the sole discretion of the City.

4. Inquiries

All inquiries should be made in writing, directed to: Lindsay Blair, Senior Community Development Coordinator. Lblair@quesnel.ca

5. Negotiations

The award contract is subject to negotiations with the proponent that offers, in the City's opinion, the best value proposal. Such negotiations include, but are not limited to, the following:

- a) Changes or refinements in the service requirements or scope of work proposed by the Lead Proponent.
- b) Price – if directly related to a change or refinement in the proposed scope of work proposed by the Lead Proponent; and
- c) Specific contract details as deemed reasonable for negotiation by the City of Quesnel.

While the successful proponent is responsible for bidding and pricing both aspects of the project; the Nature Trails and Area (in section 5) and Borregard Connector (in Appendix B), the City and the successful proponent will negotiate the project into 2 separate contracts and will be considered 2 separate projects. The Nature Trails and Area contract will be signed upon the selection of the successful proponent from this Request for Proposals, and the Borregard Connector contract is anticipated to be signed by end of March 2023. Proposals will be favoured for proponents who bid on and can complete both projects in 2023.

6. Contract Scope and Deliverables:

Nature Trails & Area (NTA)

The Nature Trail upgrading portion of this project consists of a redeveloping the primary Nature Trail as well as the secondary loops, utilizing the West Fraser Timber Park Trails Development Plan. The plan has outlined recommendations, realignments, and trail upgrades to uphold the City of Quesnel vision of developing sustainable family friendly multi-use trails in West Fraser Timber Park.

- The Nature Trails and area are prescribed as a family friendly, non-motorized multi-use trail.
- Approximately, 1846 meters of existing trail improvements including decommissioning, 505 meters of realignments, and 206.5 meters of new trail development.
- The Nature trail and all secondary trails that branch off the Nature trail should be upgraded using the specific prescriptions as contained in the West Fraser Timber Park Trail development plan as well as the following general tread prescription:
- Trail tread should be upgraded to a Whistler Trail Standards Type II trail including the following:
 - Surface with compacted crusher fines to a depth of no less than 10cm
 - Surfaced single track width of no less than 1 meter
 - Remove all embedded trail obstacles
 - Clear width to 1.6 meters and height to 2.4 meters
- 18 Realignments totaling approximately 505 meters (Appendix A)
- 15 Construction POI (Appendix A)

Site Conditions:

Due to the clay soils and thick underbrush within West Fraser Timber Park, trail construction must be completed in a manner that is inclusive to future machine access for ongoing maintenance. Future machines required for ongoing maintenance may include, mini-excavators, small skid-steers, mechanical wheelbarrows, etc.

Tread Prescription:

All trails prescribed for upgrading require capping with crusher fines due to the nature of clay soils in the area, particularly clay soil performance when wet. Clay is very slippery when wet therefore tread gradient beyond 10% should be avoided and capping of all trail tread with crusher fines should be implemented where recommended. All sections of trail that are to be upgraded as part of this plan require a minimum of 10cm capping of crusher fines and this material must be compacted using a plate tamper.

All organic material must be removed down to mineral soil prior to application of crusher fines. All efforts made to remove root systems to discourage re-growth of vegetation in the tread.

Where sections of trail are saturated, have poorly drained soils, or exist within the wet areas, a turn pike, raised tread or boardwalk have been prescribed and must be completed. Turnpikes or raised tread prescriptions where soils are saturated require a base layer of geotextile and geocell to prevent the migration of capping material into saturated clay soils or contamination of imported material by

saturated soils at site location. Considering the characteristics of clay soils, any new construction should utilize a shallow back slope (50 – 70%) to discourage sloughing, minimize the back cut, and slope disturbance with a focus on a minimal footprint.

The City of Quesnel encourages creative trail building and would like the trails to reflect the ingenuity of the contractor. Furthermore, the City recognizes the access and egress, challenges within West Fraser Timber and are open to other trail solutions to best enhance the West Fraser Timber Park trails. The upgrading of existing trails, new trail construction and realignment prescriptions that are provided within the West Fraser Timber Park Trail development plan are meant to work in harmony, with the tread prescriptions and this RFP. Where gaps exist a reasonable interpretation of these prescriptions should be utilized in combination with good judgement, and sustainable best trail construction practices. All construction is to conform to IMBA's Trail Solutions Handbook, Whistler Trail Standards, and or MFLNRO chapter 10 Recreation Trail Management.

Realignments:

Surveying has been conducted of the southern and western WFTP Municipal Land Parcel boundaries. The surveying may have resulted in additional minor trail realignments of existing trail corridor.

Trail realignments must correspond with tread prescriptions as recommended in this RFP and the West Fraser Timber Park Trail Development Plan.

Bridges & Boardwalks:

All bridges and boardwalks must be spec'd and constructed to hold the passage of machinery. The proponent will be responsible for ensuring the construction of these bridges can withhold 6000lbs to facilitate trail development and ongoing maintenance.

West Fraser Mills has generously donated the following rough-cut lumber for the construction of bridges and boardwalks.

- 250 pieces of 2x6-16".
- 115 pieces of 2x10"-10'.

Existing trail deactivation:

Existing section of trail must be deactivated once realignment is completed including the following prescription:

- Breaking up of existing tread
- Layering of organic matter of no less than 15cm
- Scattering of wood debris as available on site
- Installation of check dams where fall line sections exist

7. Cost Estimate

It is the proponent's responsibility to submit a proposal that outlines their design and vision to complete the project, including a detailed cost breakdown. The cost breakdown must include the two separate projects, broken down by each project as outlined below and not limited to:

- **Nature Trail & Area:**
 - Mobilization/Demobilization
 - Trail development
 - Ground preparation
 - Machine build
 - Finishing
 - Trail capping and compaction
 - Materials (quantity and cost)
 - Construction (labour)
 - Bridges & Boardwalk
 - Materials (quantity and cost)
 - Construction (labour)
- **Borregard Road Connector:**
 - Mobilization/Demobilization
 - Trail development
 - Machine build
 - Hand build
 - Trail capping and compaction
 - Materials (quantity and cost)
 - Construction (labour)

Appendix C must also be filled out in addition to the above cost breakdown to summarize new trail and updated trail construction.

8. Proposal Format and Submission Requirements

All proponents, are required to submit the following in their proposal:

- a. Identify company name, lead contact, and key personnel that will work on this project.
- b. Identify roles assigned to personnel related to this project, and their background experience/qualifications.
- c. Describe related experience of the company and provide examples of recently completed projects. If possible, provide examples of recent multi-use trail construction.
- d. Provide a detailed project plan, including timelines, general construction techniques, as well as how materials will be transport onsite. Resources

allocated to the outlined tasks, and any additional products or services that will result from this approach.

- e. Provide a detailed project cost for both projects, with a breakdown of each task in the project. The project fee shall include all costs including travel, research, design, layout, site prep, equipment, material, and labour to construct the final product.
- f. The proponent may include optional costs for extra services and amenities, including options for cost savings.
- g. Provide a minimum of two references.
- h. Proposals should not exceed twelve pages in length. Examples of work may be attached as additional pages

9. Site Conditions

The City can provide maps, diagrams, photographs, reports, and other documents including GPS data, trail distances, including new trail construction, existing trail improvements and realignment. These distances may differ between the RFP and the West Fraser Timber Park Master plan. The proponent shall be responsible to fully inform themselves to the site existing prior to submitting a proposal.

Site visits may be arranged directly through the contact person for the City of Quesnel.

10. Other Requirements

The Contractor will be responsible for obtaining any necessary permits and or approvals prior to trail construction.

- a. Insurance
 - i. The proponent shall, at his own expense, provide and maintain to the Municipality until the completion of the contract the following insurance in a form acceptable to the Municipality with an insurer licensed in British Columbia:

1. Commercial General Liability	\$2,000,000.00
2. Automobile Liability Insurance	\$2,000,000.00
 - ii. The proponent shall be responsible for any deductibles or reimbursement clauses within the policy.
 - iii. The proponent shall be responsible to ensure that their insurance policy covers trail construction and maintenance.
- b. Business License
 - i. The successful proponent must possess a City of Quesnel business license and will be required to provide evidence of same at contract start.
- c. WorkSafeBC

- i. The proponent must be registered and remain in good standing, throughout the terms of this contract with WorkSafeBC and will be required to provide evidence of same at contract start.

11. Proposal Evaluation

The following criteria will be considered in the evaluation of proposals. Proposals will be scored out of 100 points with the following weighted portions.

- Proposal Quality (layout, presentation, professionalism) 10 Points
- Contactor experience (trail development and build experience, references) 20 points
- Project approach, construction techniques, project schedule with a completion timeline, including the ability to sign contracts for both projects. 30 points
- Value for Cost 40 points

12. Appendices:

- Appendix A
- Appendix B – Borregard Connector Project Scope and Deliverables
- Appendix C – Contractor bid pricing
- Drop box link:
<https://www.dropbox.com/sh/r8bwpajavvpy6cs/AACQXmGFLy1DgVGcglNlckLa?dl=0>
 - West Fraser Timber Park Trails Master Plan.
 - West Fraser Timber Park GPS Data
 - WFTP Trails
 - WFTP POI
 - WFTP Google Earth photo

13. Anticipated Schedule.

Submissions due December 16th, 2022

- Contract for Nature Trails project signed January 2023
- Contract for Borregard Connector project signed March 2023

Construction and contract completed: Not later than October 31, 2023

West Fraser Timber Park

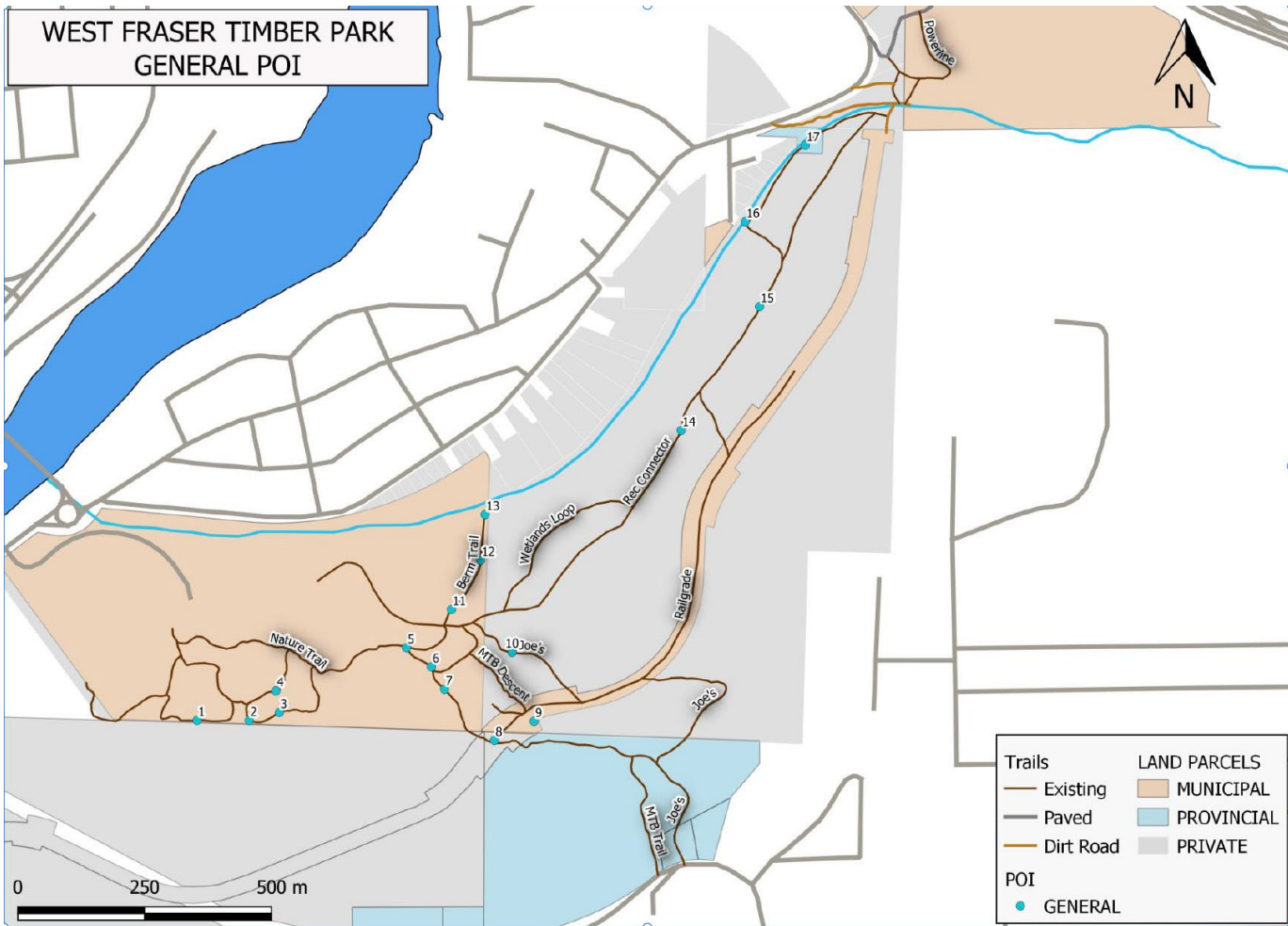
Request for Proposal

Appendix A



GENERAL

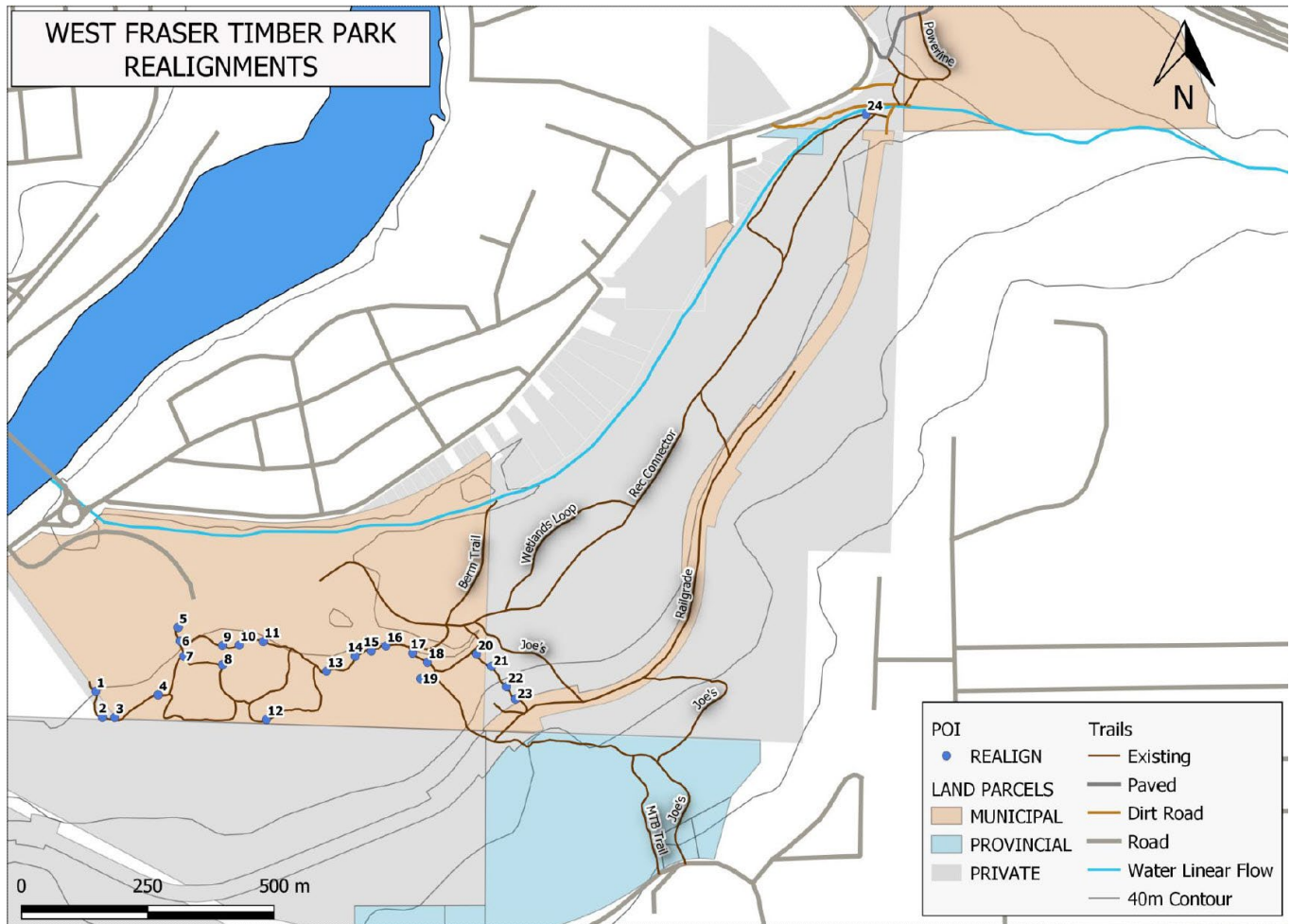
POI	TYPE	NAME	DESCRIPTION
1	GENERAL	Confirm Property Boundary	realign as required
2	GENERAL	traverse to descent	MTB directional to Nature Trail
3	GENERAL	20% 10m	
4	GENERAL	dh directional	MTB directional descent to Nature Trail
5	GENERAL	sign existing	
6	GENERAL	sign existing	
7	GENERAL	40% 50m	
8	GENERAL	saturated railgrade	water trapped by steep banks on either side
9	GENERAL	moist clay >60% slope	
10	GENERAL	saturated	



REALIGNMENTS

ABBR.	TRAIL
NTA	NATURE TRAIL & AREA
RC	REC CONNECTOR
BRR	BORREGARD ROAD ROUTE

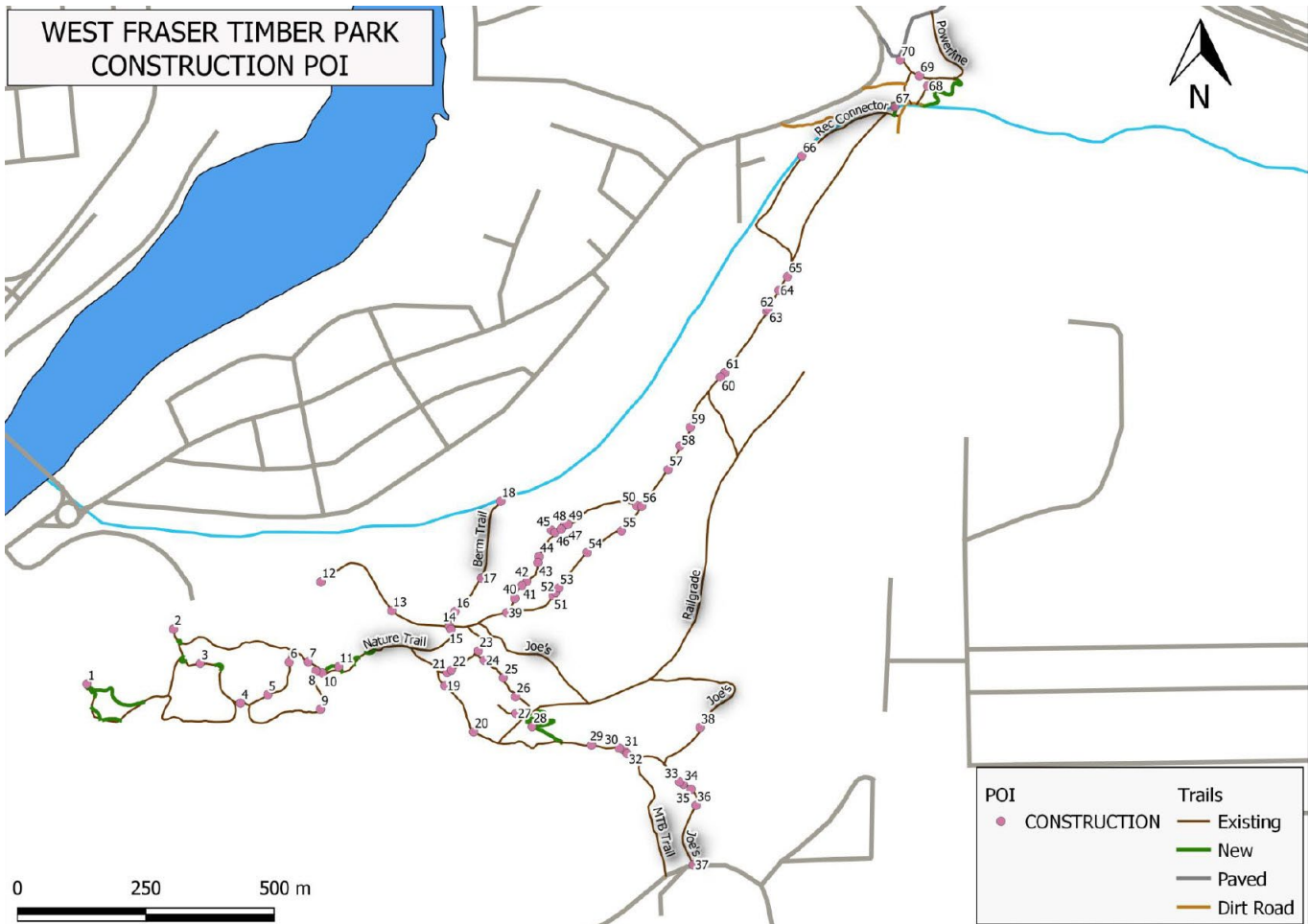
REALIGNMENTS					
POI	TRAIL	NAME	DISTANCE m	DESCRIPTION	NOTE
1	NTA	realign 40 m	40	readjust trail by 7m to stay within property boundary	includes deactivation of old trail - MACHINE CONSTRUCTION
2	NTA	realign 40m	40	realign to stay within property boundary	includes deactivation of old trail - MACHINE CONSTRUCTION
3	NTA	realign 40m	40	stay within property boundaries	includes deactivation of old trail - MACHINE CONSTRUCTION
4	NTA	realign 10 m	10		includes deactivation of old trail - MACHINE CONSTRUCTION
5	NTA	realign 20m	20	entrance is 20%. 20m reroute required	includes deactivation of old trail - MACHINE CONSTRUCTION
6	NTA	realign 20m	20	12% 15m. realign 20m to green 5% grade	includes deactivation of old trail - MACHINE CONSTRUCTION
7	NTA	realign 50 m	50	25% 20 meters. Deactivate original line	includes deactivation of old trail - MACHINE CONSTRUCTION
8	NTA	realign 25m	25	widen Corner, lessen grade	includes deactivation of old trail - MACHINE CONSTRUCTION
9	NTA	realign 20m	20	20% 10m. realign 20m to 5%	includes deactivation of old trail - MACHINE CONSTRUCTION
10	NTA	realign 15 m	15		includes deactivation of old trail - MACHINE CONSTRUCTION
11	NTA	realign 20m	20		includes deactivation of old trail - MACHINE CONSTRUCTION
12	NTA	realign 15m	15	Realign as required post surveying	includes deactivation of old trail - MACHINE CONSTRUCTION
13	NTA	realign 60m	60	60m. just before Bridge and cross existing trail at steep section after bridge. move trail above bridge, install culvert, remove bridge.	includes deactivation of old trail - MACHINE CONSTRUCTION
14	NTA	realign 40m	40	come out at Bridge	includes deactivation of old trail - MACHINE CONSTRUCTION
15	NTA	realign 25 m	25	lessen grade remove stairs	includes deactivation of old trail - MACHINE CONSTRUCTION
16	NTA	realign 15m	15		includes deactivation of old trail - MACHINE CONSTRUCTION
17	NTA	realign 30 m	30		includes deactivation of old trail - MACHINE CONSTRUCTION
18	NTA	realign 20m	20		includes deactivation of old trail - MACHINE CONSTRUCTION
NTA TOTAL					
20	BRR	realign 25m	25		includes deactivation of old trail - HAND CONSTRUCTION
21	BRR	realign 35m	35		includes deactivation of old trail - HAND CONSTRUCTION
22	BRR	realign 30m	30	s turn crossing trail. 1 switchback requires >70cm retainer. decommission existing. major deadhead birch just downtrail from site	includes deactivation of old trail - HAND CONSTRUCTION
23	BRR	realign 25m	25	rehab old line with check dams	includes deactivation of old trail - HAND CONSTRUCTION
BRR TOTAL					



CONSTRUCTION POI

ABBR.	TRAIL
NTA	NATURE TRAIL & AREA
RC	REC CONNECTOR
BT	BERM TRAIL
BRR	BORREGARD ROAD ROUTE
WL	WETLANDS LOOP
DECOMM	DECOMMISSION

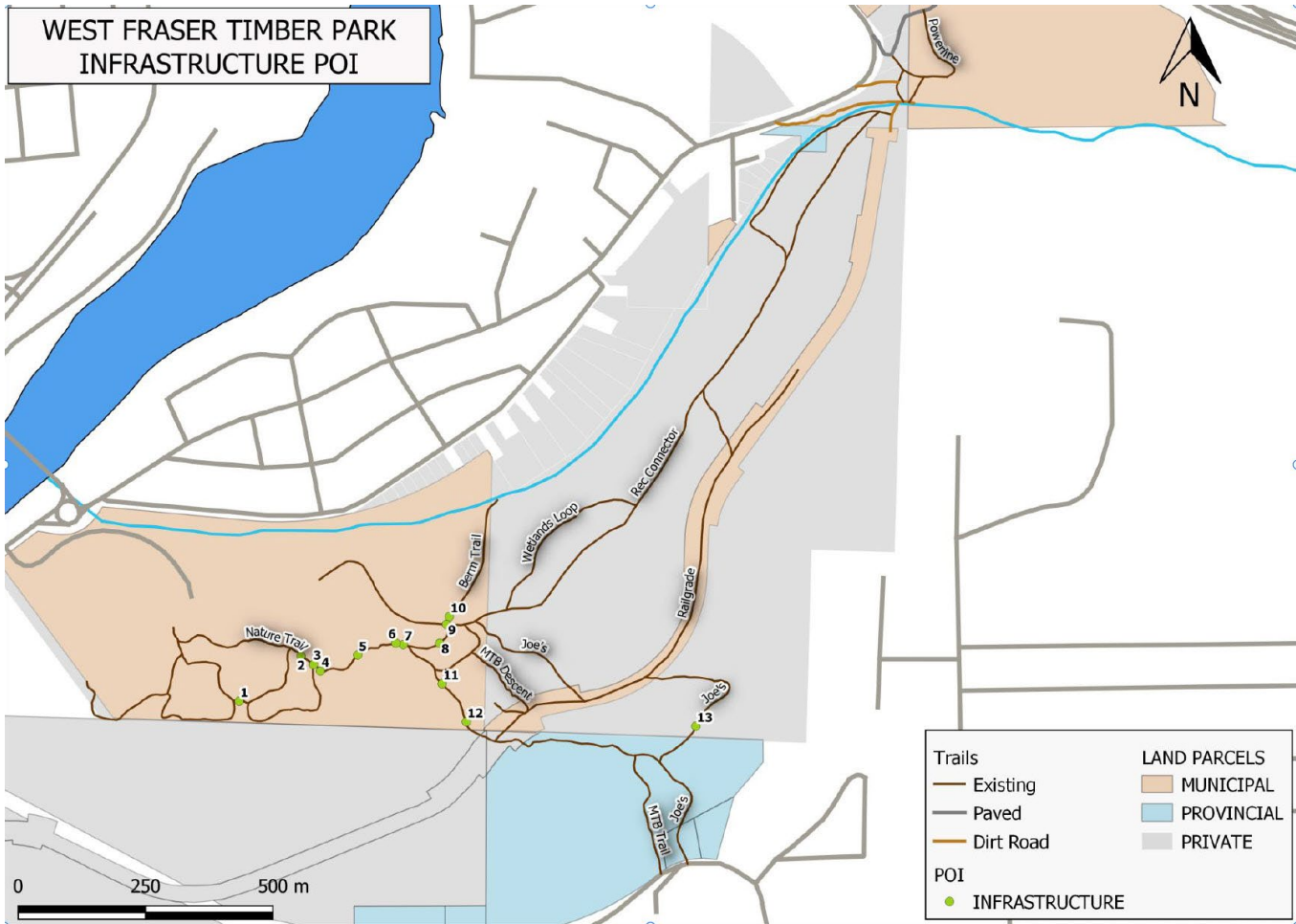
POI	TRAIL	TYPE	NAME	DESCRIPTION	NOTE
1	NTA	CONSTRUCTION	exit	Trail empties behind ball diamond. Deactivate 40m and create loop with new trail construction	
2	NTA	CONSTRUCTION	staging	formalize staging area. Cedar fencing, geofabric kiosk area.	
3	NTA	CONSTRUCTION	turnpike 5m		
4	NTA	CONSTRUCTION	bridge replace	4m l. rebuild to standard with handrails	1.5w x 4m l. rebuild to standard
5	NTA	CONSTRUCTION	raised tread 15m	water trap. Elevate tread 50cm and create drainage	
6	NTA	CONSTRUCTION	boardwalk 50 m	swamp with flowing water	1.5m w x 50m l. swamp with flowing water. Determine feasibility of this trail - other option is to reroute or deactivate.
7	NTA	CONSTRUCTION	25m raised tread, turnpike, or boardwalk required	25m raised tread, turnpike, or boardwalk required	1.5m w x 25m l.
8	NTA	CONSTRUCTION	Turnpike or boardwalk 15m	saturated and Swampy exit onto Nature trail. flowing water needs re directed with ditching and culverts as required.	based on turnpike with culvert
10	NTA	CONSTRUCTION	bridge replace	1.2m w x 3.5m l. good condition. small seep zone. realign and replace with culvert 150mm	based on culvert installation and bridge removal
11	NTA	CONSTRUCTION	Bridge 2m or culvert required	on reroute over small draw. culvert 200mm or 2m bridge	based on culvert installation
15	NTA	CONSTRUCTION	turnpike 7m	low lying area requires turnpike 7m	
21	NTA	CONSTRUCTION	deactivate 15m	45% 10m. deactivate and naturalize steep section with rustic stairs. formalize bypass and cap.	
22	NTA	CONSTRUCTION	widen bench	widen and cap with gravel. short section is very slippery and narrow above steep bank	5m section - very slippery with fall exposure
23	NTA	CONSTRUCTION	waterbar		
NTA TOTAL					
24	BRR	CONSTRUCTION	3 waterbars 2 sets of check steps	check steps 3 steps 1m apart higher, 3 steps 2m apart lower	
25	BRR	CONSTRUCTION	3 waterbars 3 check steps	check steps 1m apart x 4	
26	BRR	CONSTRUCTION	waterbar		
28	BRR	CONSTRUCTION	switchback	requires log retainer >50cm h on low side	
29	BRR	CONSTRUCTION	check steps	6 steps 2m apart. 32% 10m	
30	BRR	CONSTRUCTION	turnpike 5m		fair distance to site
31	BRR	CONSTRUCTION	check steps	3 steps 1m apart	
32	BRR	CONSTRUCTION	check steps	3 steps 60cm apart	
33	BRR	CONSTRUCTION	waterbars	17% 20m. cap and waterbars every 5m	
34	BRR	CONSTRUCTION	waterbar x 2		
35	BRR	CONSTRUCTION	grade reversal or waterbar	requires ditch to catch and divert run off from above.	
36	BRR	CONSTRUCTION	water bars	20% 25m. crown cap and install waterbars every 5m with ditching.	
37	BRR	CONSTRUCTION	staging	Formalize staging area, site prep for kiosk and staging area infrastructure including cedar split rail fencing install. Improve access & egress transition from Borregard Road.	
BRR TOTAL					



EXISTING INFRASTRUCTURE

POI	NAME	TYPE	STATUS	Length (m)	Width (1.5m) Rough cut 2x6	3 x beams (2"x 10"x10' Laminated) TOTAL M	DESCRIPTION
1	bridge	INFRASTRUCTURE	Replace	4	1.5	12	4m l.
2	bridge	INFRASTRUCTURE	Replace	4.5	1.5	13.5	1.5m w x 4.5m l.
3	bridge	INFRASTRUCTURE	Replace	1.2	1.5	3.6	1.5m w x 2m l.
4	bridge replace	INFRASTRUCTURE	Replace				realignment
5	bridge	INFRASTRUCTURE	Replace	3.5	1.5	10.5	1.5m w x 3.5m l.
6	viewing platform	INFRASTRUCTURE	Monitor				Monitor
7	bridge	INFRASTRUCTURE	Replace	4.5	1.5	13.5	1.5m w x 4.5m l.
8	bridge	INFRASTRUCTURE	Replace	4.5	1.5	13.5	1.5m w x 4.5m l.
9	boardwalk	INFRASTRUCTURE	Replace	10	1.5	30	1.5m w x 10m l.

NOTE: All rebuilds recommended are included in CONSTRUCTION POI



TREAD PRESCRIPTIONS

EXISTING TRAILS, NEW TRAILS, REALIGNMENTS			
TRAIL	DISTANCE	PRESCRIPTION	DESCRIPTION
NATURE TRAIL & AREA	2557.5	WTS TYPE II	Surface with compacted crusher fines to a depth of no less than 10cm Surfaced single track width of no less than 1m Remove all embedded trail obstacles Clear width to 1.6m and height to 2.4m
BORREGARD RD ROUTE	1127	WTS TYPE II	Surface with compacted crusher fines to a depth of no less than 10cm Surfaced single track width of no less than 1m Remove all embedded trail obstacles Clear width to 1.6m and height to 2.4m

Appendix B: Borregard Road Connector (BRR)

Borregard Road sits at +100 meters elevation from WFTP and can be accessed via a combination of existing trails and a section of new trail development. These existing trail upgrades, including several minor realignments, combined with +/- 243 meters of new trail construction. The development of the Borregard Road Connector route will fulfill the goal to create a hiking route from WFTP to Borregard Road.

- Approximately 885.4 meters of existing trail improvements including realignments, and 243 meters of new trail development.
- Due to gradients and landform constraints, this route is prescribed as a hiking route and is not designed or suitable for mountain biking.
- The route includes the upgrade of the following existing trails to join onto the Nature Trail (in order from Borregard Rd descending to WFTP):
 - 1) Upper Joe's Trail 2) Bench Trail 3) Unnamed MTB Descent 4) Connector.
 - Upper Joe's Trails & Bench Trail = 446 meters
 - Unnamed MTB Descent = 175 meters
 - Connector = 265 meters
 - The BRR route also includes the construction of 243 meters of new trail to link the above existing trails.
- Existing trail improvements should be upgraded to a Whistler Trail Standards Type II, including the following prescription:
 - Surface with compacted crusher fines to a depth of no less than 10 cm
 - Surfaced track width of no less than 1 meter
 - Remove all embedded trail obstacles
 - Clear width to 1.6 meters and height to 2.4 meters
- New trail development should be upgraded to a Whistler Trail Standards Type III, including the following prescription:
 - Surface with compacted crusher fines to a depth of no less than 5 cm
 - Shallow back slope (50 – 70%) to discourage sloughing and minimize the back cut and slope disturbance with a focus on a minimal footprint.
 - Surfaced track width of 50 cm
 - Remove all embedded trail obstacles
 - Clear width to 1.6 meters and height to 2.4 meters
- Realignments totaling 115 meters (Appendix A)
- 13 Construction POI (Appendix A)
- **Construction Schematics:**

The proponent must be knowledgeable and proficient in the construction of raised tread, turnpike, check steps, water bars, culverts, and follow IMBA's Trail Solutions Guide to Building Sweet Singletrack.

- **Geotextile and Geocell:**

Due to the nature of the soils, terrain and ecology of the area, the proponent should be familiar with the use of geotextile and geocell solutions to mitigate the loss of crusher fines into soft saturated clay soils as well providing a solid trail base.

- **Fencing**

The contractor will be responsible to install approximately 100 meters of cedar split rail fencing at the Borregard road and West Fraser Timber Park staging utilizing best construction practices.

Appendix C – Contractor Bid Price

Activity	Area (meters)	Rate (\$/meter)	Total Bid (\$)
Nature Trail & Area: Existing Trail Improvements	1846m		
Nature Trail & Area: Realignments	505m		
Nature Trail & Area: New Trail Development	206m		
Borregard Road: Existing Trail improvements & realignments	885.4m		
Borregard Road: New Trail Development	243m		
Grand Total (excluding GST)			